

# Cycling

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## WEEKLY

Thursday June 11, 2015

# Wiggo's Hour



# 54.526 KM

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to Severn Bridge  
Sportive

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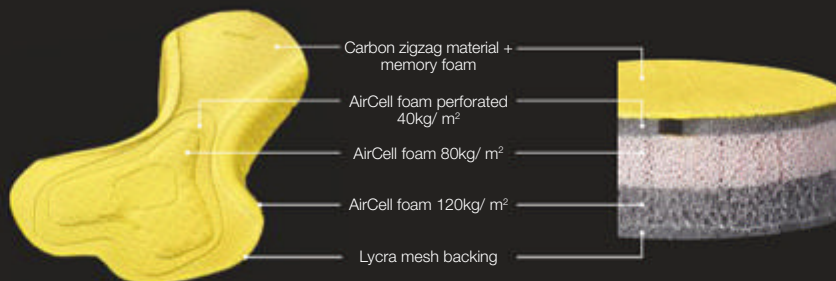


Location: CAT & FIDDLE, Peak District  
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## Wiggo mania strikes again

**N**ever has the Hour record enjoyed so much attention. It was impossible to escape coverage of Bradley Wiggins's attempt all weekend with everybody living inside the M25 either boasting they had tickets for the Lee Valley Velodrome or they knew of somebody else lucky enough to be going. This year even The Derby was surpassed as the big event.

But let's be honest. Sunday wasn't about the Hour; it was all about Bradley, the latest instalment of Wiggo mania. We know him as a bike rider but to the rest of the nation he's something else; Britain's cycling knight.

Who, outside of the cycling community, even knew an Hour record existed until a couple of months ago? Tickets were snapped up to watch Wiggo, it didn't matter particularly what he was doing, but the fact that it was going to last a whole hour made it even more appealing.

Yet despite the hype and marketing meltdown, Wiggins still manages to be a humble bike rider. Who else would mention Eastway in their victory speech? He even got a cheer when he mentioned he was standing in exactly the same spot where he first started racing all those years ago at the East London circuit.

It was a perfect ending to a perfect career.



Robert Garbutt  
Editor

Photo: Andy Jones



Wiggins smashes  
the Hour record

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Five aero jerseys  
tried and tested



Club logos explained





# Wiggo smashes the Hour

**Sir Bradley Wiggins adds to an already pristine palmarès with a display of raw power at the Lee Valley Velodrome**

Nick Bull

**F**irst the Tour de France, now the World Hour record: Sir Bradley Wiggins cemented his place in cycling's history books in London on Sunday as he rode 54.526 kilometres inside a sold-out and incredibly boisterous Lee Valley Velodrome.

Riding a 58x14 gear, the 35-year-old broke Alex Dowsett's existing benchmark by 1.589km — the biggest margin of improvement since 1894 — in less than favourable conditions.

The achievement puts Wiggins into an exclusive club of Tour winners and Hour holders, alongside Lucien Petit-Breton, Fausto Coppi, Jacques Anquetil, Eddy Merckx and Miguel Indurain.

"I always compare myself to the greats," said Wiggins. "It's an honour to be in the company of those guys."

A clean-shaven Wiggins had set a target of 55.2 kilometres, but atypically high air pressure of 1030mb — which created higher than normal drag — put paid to such a distance.

"I couldn't have done anymore today," he added, having earlier jokingly compared the Hour to childbirth. "It was the best I could hope to do [in the conditions]."

"For every 20mb more it costs you a tenth of a second per lap. That's probably the difference between doing [Tony] Rominger's record [of 55.291 from 1994]; 10mb less and I reckon I could have gone 700m further."

Wiggins did not set the distance he felt would "stand for 20 years" which could encourage former record holder Dowsett, whose slow start during his attempt in May stopped him from eclipsing the 53km mark, to make another attempt.

"It's raised the bar a fair bit, it's the first real big marker," said Wiggins. "Alex will look at that and consider his options."

"Maybe he's got another eight years to do it — he's 26 and I'm 35."

Despite this, Wiggins said he has no plans to tackle the Hour again. "We're a year out from the Olympics, so the training [for the team pursuit] will be quite different," he added. "It was a case of now or never in many ways, and I'm glad I got my name on the list."

Full report starts on page 64.





## MY VIEW...

### Simon Richardson

*Cycling Weekly* deputy editor



Jens Voigt was perhaps the least likely rider to start the run of Hour record attempts back in September last year, but Sir Bradley Wiggins was always the most likely to end it.

His distance of 54.526km — ironed on to a Rapha jacket by some track centre tailors within minutes of finishing — has done just that. That distance, one-and-a-half kilometres further than Alex Dowsett, has likely closed the book on any more attempts this year.

There is only one rider, Tony Martin, who could make a realistic bid, but the German is a big-gear-churning brute of a rider not suited to the demands of a 250m track.

There is certainly scope for improvement on that figure. A faster track (Manchester or Paris) and lower air pressure would both have taken Wiggins over the 55km mark riding at Sunday's power output. The weather is something you can't book, and for all the stars to align at the moment a rider takes to the start line is as much about luck as it is preparation.

Wiggins has said there will be no second attempt whereas Alex Dowsett may already be planning his.





# Kennaugh solos to Dauphiné stage victory

Manxman “over the moon” to win on day one of Tour warm-up

Richard Abraham

**B**ritish national champion Peter Kennaugh unleashed his inner racer on stage one of the Critérium du Dauphiné last Sunday, taking one of the biggest wins of his career so far with a cunning solo move, cannily holding off the peloton to the line in Albertville.

The 25-year-old Manxman lined up as a key domestique for his Team Sky leader Chris Froome but took off in a five-strong counter-attack with 4.5km of the stage to race, before attacking alone two kilometres later just

as the group was about to be caught.

Kennaugh, who is the Olympic champion in the team pursuit, soloed the final 2.5km and was rewarded with the leader's yellow jersey, in what is the traditional warm-up race for the Tour de France.

“It's nice to be rewarded for something after those darker, harder days when nothing really feels like it's going right,” said Kennaugh, who took three weeks off the bike in March this year to recover from a sacroiliac joint (hip) injury.

“You sometimes question what you're doing it for, then when you get

days like this it makes up for it. I'm over the moon.”

Froome finished safely in the bunch on the opening stage and will look to capitalise on the final few days of the race, beginning today (Thursday, June 11) on a hilly stage to Pra Loup, a finish which will feature on stage 17 of the Tour de France in just over one month's time.

Saturday's queen stage from Montmélian to St Gervais-Mont Blanc features five first-category climbs, including a summit finish to Le Bettex, while Sunday's final stage includes an uphill finish to Modane-Valfréjus.





Weekly column

**Rob Hayles**



**“Like most Brits, I love discussing the weather. Why not? It’s so changeable that it gives us plenty to talk about”**

**I**’m sitting having breakfast in my back garden with the sun on my back. I’m wondering when the next downpour will arrive. This past week has seen a bit of what could be described as ‘fairly typical British weather’. I should be used to it by now. But, like most other people from these shores, I just love discussing the weather. Well, why not? After all, it’s so changeable that it gives us plenty to talk about.

We’ve all heard the saying, ‘four seasons in one day’. Well, out here in the Peak District, that’s quite often the case. One piece of equipment a bike rider should not be without is a wall-mounted weather station. I had one for years and loved it.

Sitting in our centrally heated homes, it’s easy to look out at some sunshine and presume that it’s warm out there. But how often have you got kitted up, gone out to sort your bike, then rushed back in to take off a layer or two — or, more likely, added a couple? One check of the digital display will put you right and save you precious riding time.

#### **Poultry pointer**

These days, my chickens are my barometer. One look out of the window at them and I can tell what’s happening. One minute they are big balls of grey fluff, happy as Larry, the next they’re a sodden-feathered, windswept image of misery. Either one puts a smile on my face!

This particular morning is definitely a big ball of fluff start to the day. A ‘shorts and short sleeves’ day if ever there was one. It is officially summer, after all.

Am I about to get my kit on, dust off my shades and prep my bike ready for a leisurely trundle round the Peaks? Alas, no. I have decorating to do. The outside masonry and wood window frames need a good sorting out, and according to the latest weather report, we are due rain, sleet and snow by lunchtime. So I’d better crack on.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He’s also a coffee connoisseur and garden-shed inventor



# LAST WEEK

## Monday June 1

US Secretary of State John Kerry was forced to cut short his diplomatic trip to Europe after breaking his leg in a cycling accident in Switzerland. His planned meetings will now take place by video link.

## Tuesday June 2

Molly Weaver, 21, joined Liv-Plantur from Matrix Fitness. The Dave Rayner Fund supported rider is in the frame to line up for her new German team at the Giro Donne between July 3-12.

## Wednesday June 3

Cafe owner Jason Wells apologised for his foul-mouthed rant at a cyclist near Richmond Park. The owner of the Brew cafe chain in London admitted his behaviour was unacceptable as the video of the incident went viral.

## Thursday June 4

Chancellor George Osborne announced he would slash £23m from the government's cycling budget as the DfT feels the brunt of the Tory government's cuts. The money comes from the Cycling Ambition Cities Programme, now reduced to £91m.

## Friday June 5

The Union Cycliste Internationale and World Anti-Doping Agency (WADA) dropped their appeal against the Czech Olympic Committee's decision to acquit Roman Kreuziger (Tinkoff-Saxo) of anti-doping passport violations.

## Saturday June 6

Ed Clancy (JLT-Condor) and Katie Archibald (Pearl Izumi) won the elite events at the London Nocturne. "I had trouble racing in the dark last year with there being so many lights, but this year I had yellow lenses which just brightened things up," Archibald said.

## Sunday June 7

Linus Gerdemann (Cult Energy) won the Tour of Luxembourg overall while André Greipel (Lotto-Soudal) showed some pre-Tour de France form with two stage wins.

Nutt takes the long road to the top



# Nutt cracks seven-day mileage record

## Rotherham man clocks 1,758 miles in a week

Chris Sidwells

**R**ichard Nutt, 50, is a blast from the past, a club rider in the old tradition for whom cycling is an end in itself. He loves to ride, and the longer the better. Now he's a world record holder with 2,830 kilometres (1,758 miles) ridden in a single week (June 1-7), beating the previous record of 2,825km held by Richmond cycle mechanic Dave Berkeley.

### *Cycling Weekly: How did it go?*

**Richard Nutt:** The record meant riding 404km a day, so that's 252 miles. I was on it at first, but we had a bad day on Tuesday with 40mph winds and I was playing catch-up since. I rode until 10pm last Sunday, then I went and did an extra two miles to make sure.

**CW:** What was your strategy?

**RN:** I was doing laps of this 18-mile circuit then getting breakfast at the Broomwagon cafe in Retford, then riding down to Newark and back to do more laps in the evening. Then one of the

riders who's been with me most, Andrew Marsh, worked out that we were losing time on the Newark leg, so after that we stayed on our circuit all day.

**CW:** Have you been riding alone at all?

**RN:** No, I've had fantastic support. I boss them a bit, but I need them to ride at 15 to 16mph average.

**CW:** What hurt the most?

**RN:** My backside. Tops of my knees hurt a bit too.

**CW:** How much sleep were you getting?

**RN:** Two and a half hours at first, but a bit longer as the week went on.

**CW:** How did you feel when you woke up?

**RN:** Terrible, that was the worst part of the day. When you get going, with the supporting riders changing all the time, it's not so bad.

**CW:** What were you eating?

**RN:** High 5 stuff on the bike and solid food during breaks.

**CW:** Any hiccups along the way?

**RN:** I had a bad day on Tuesday. I fainted after a massage early in the week, but it was because I got up too quick!



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CHRIS BOSCO  
Photo by: Chris Bosco

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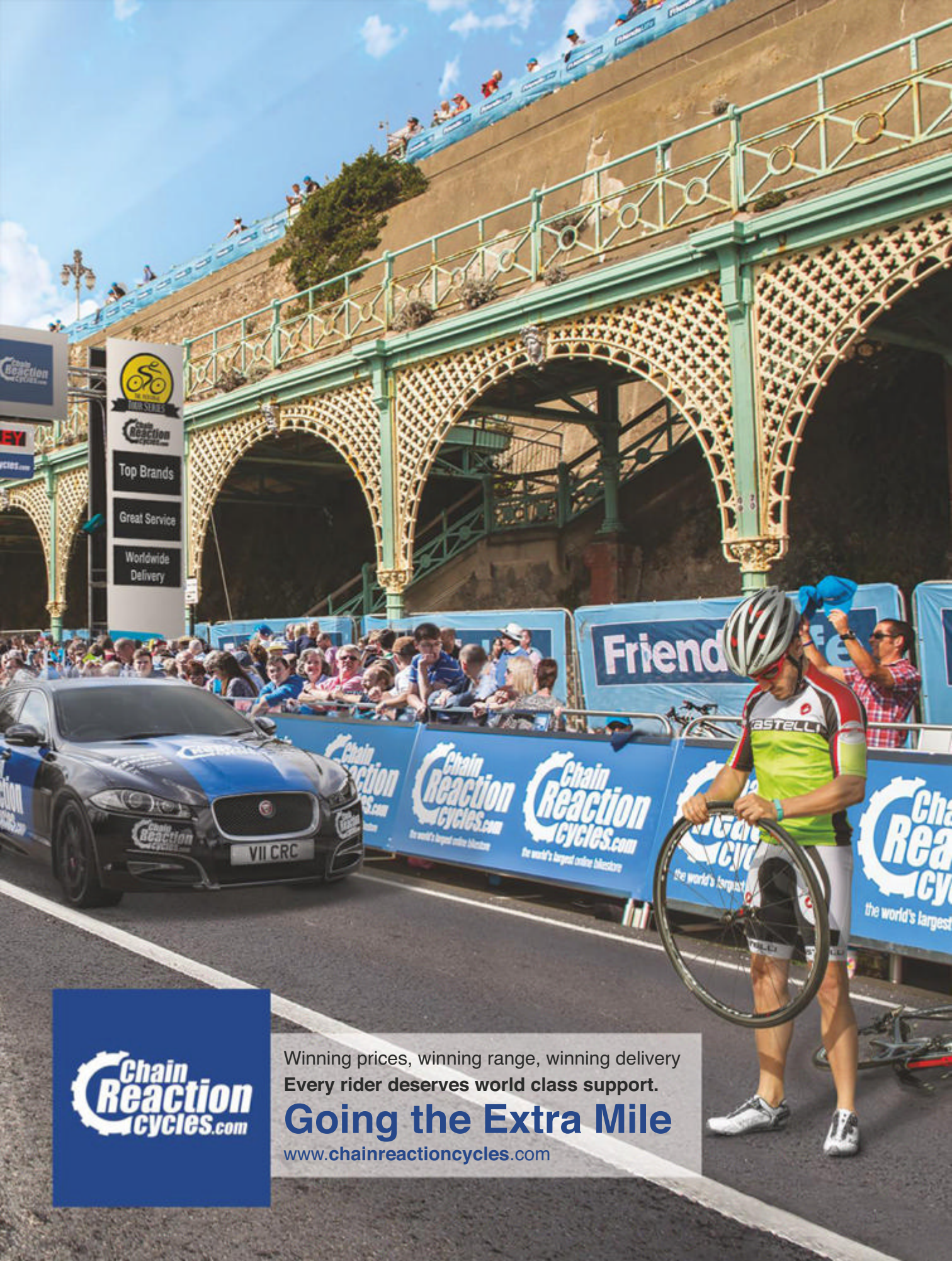


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## Stars line up for Women's Tour

Lizzie Armitstead (Boels-Dolmans), Laura Trott (Matrix Fitness) and Lucy Garner (Liv-Plantur) will headline the second edition of the five-day Aviva Women's Tour, which starts in Bury St Edmunds on June 17. Fellow British riders Sharon Laws (Bigla), Hannah Barnes (UnitedHealthcare) and Dani King (Wiggle-Honda) are also set to start, as is a Pearl Izumi-Sports Tours International squad featuring Dame Sarah Storey, Katie Archibald and Joanna Rowsell. Last year's winner Marianne Vos is absent as she continues to recover from a long-term injury.



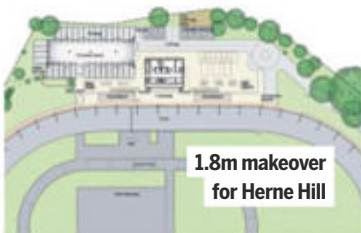
Strong line-up for the Women's Tour

## Bec Hill Climb under threat

The famous Bec CC Hill Climb is seeking crowd-funding in order to continue in 2015 as it faces a new £3,000 charge implemented by Surrey County Council to close the road. "The bottom line in this change of policy is that the Bec CC Hill Climb is now in danger of being priced out of existence," said event organiser Gary Beckett. View the funding page at [po.st/BecCrowdFunding](http://po.st/BecCrowdFunding).

## Herne Hill to get refurb

Construction on a new pavilion at Herne Hill Velodrome could be complete by next summer as planning permission was granted for the £1.8m project last week. Visitor numbers at the 1948 Olympic venue in South London have increased almost threefold since 2012 and now stand at around 34,000 per year.



1.8m makeover for Herne Hill

# British Cycling returns to Italy

## New base for Olympic hopefuls

Nick Bull

**B**ritish Cycling will re-establish an Italian training base next year in an attempt to help nurture potential future Olympic hopefuls.

Although the exact location is yet to be finalised, the site in northern Italy will be primarily used by members of BC's Olympic Academy men's endurance squad from February 2016. The new training base will also complement BC's development programmes in BMX, mtb and cyclo-cross.

"Italy is a good fit for under-23 endurance riders — it's got the best racing programme for riders that age, it's not shy of challenging terrain, the climate is good, and we have good knowledge of the area," said BC's performance pathway manager, Ian Yates.

"Also, a northern Italian base extends to benefit our other programmes: it has great mountain bike trails, it's possible to train at altitude and there are good track facilities. We want it to work even better than the previous set-up there."

BC previously hosted its men's endurance

Academy riders in the Tuscan town of Quarrata between 2006 and 2010, a system that produced the likes of Mark Cavendish, Geraint Thomas, Peter Kennaugh and Ian Stannard.

That model was inspired by an Australian equivalent set up in the late 1990s by Canberra-born Brian Stephens, the man who BC has appointed as its new Olympic Development Programme coach. Stephens — brother of Orica-GreenEdge DS, Neil — helped nurture the careers of Simon Gerrans, Michael Matthews and Michael Rogers in this role.

"I really believe in the concept, I believe it's the way forward," said Stephens.

"We're setting up an environment in which the riders will need to work hard, but one in the best surroundings we can provide to help their development. Riders will be away from distractions, and they can concentrate on all the facets of cycling on and off the bike."

Recent Academy graduates include Simon Yates, Owain Doull and Andy Fenn; however, riders such as Adam Yates and Tao Geoghegan Hart have opted to find their feet in continental amateur road teams instead.



Lizzie Armitstead regained the lead in the UCI Women's World Cup with victory at the Philadelphia Cycling Classic on Sunday

Photos: Cor Vos

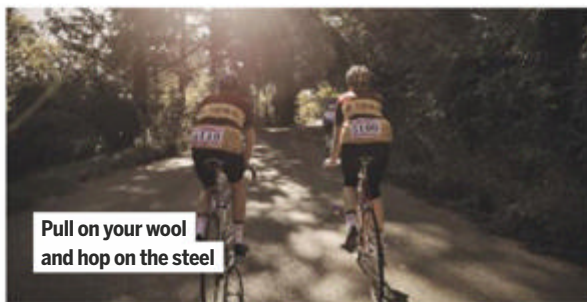


# To do this week...

## Ride

### Three Counties L'Eroica, Hartwell, Northants, Sunday, June 14

Missed out on a place at the Eroica Britannia, or fancy a trial run on your vintage steed? This 100km jaunt around the rolling lanes of Beds, Bucks and Northants is a low-key, retro reliability ride with pre-1980s machines encouraged (although it's open to all bikes). "It's been going 10 years," says organiser Phil Ashbourn. "We encourage all people to ride it, and there are plenty of places along the route where you can stop for a coffee or a pint." The 9.45am start is at the Forest Cafe, Salcey, NN7 2HX. Entry is £5 on the day and profits go to the Willen Hospice and Cyclists' Defence Fund.



## Watch

### Catch Me If You Can, Panorama

The documentary that's got everyone talking: journalist and cyclist Mark Daly investigates claims of doping in athletics, but there's plenty of interest here for cyclists too. Daly even goes so far as to try EPO himself. Available for 11 months on the BBC iPlayer. [po.st/CWPanorama](http://po.st/CWPanorama)

## Enter

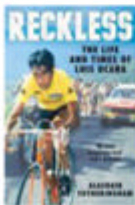
### Border City Wheelers sporting course TT, Penrith, Saturday June 27

The 22-mile penultimate round of the Lakes and Lancs SpoCo series goes past the gates of Greystoke Castle. Organiser Mike Westmorland says: "It's a spectacular course looking over to the eastern fringes of the Lake District. It's also on very quiet roads; you'd be unlikely to see a car over the whole circuit." Deadline for entries is June 16. [www.cyclingtimetrials.org.uk](http://www.cyclingtimetrials.org.uk)

## Read

### Reckless – The Life and Times of Luis Ocaña by Alasdair Fotheringham

A mercurial Spanish climber who was the only man who could come close to Eddy Merckx at the Tour de France in the early 1970s. Ocaña's fall on the Col de Menté while leading the 1971 race is one of the most famous moments in Tour history. Fotheringham explores this wild and self-destructive character who raced during one of cycling's golden ages.



## Guest column

### Russell Downing



## "I was pretty nailed after the Tour de Yorkshire. That was a hard race — everybody said so"

**I**'m living the default life of a Pro Continental rider at the moment: travel, race, recover, travel, race, recover, travel, race, recover... then have a couple of days off to live a normal life, then more travel, race and recover.

I'm writing this in Luxembourg after the first road stage of the Tour of Luxembourg. It ended in a sprint; André Greipel won but I broke a gear cable and had to change to my spare bike. It's funny, it's the same bike with the same position but the spare never feels the same as your normal race bike.

I'm happy with my form. I did OK in the prologue here last night, 31st at 13 seconds in what was a hill-climb really. I know I definitely got it all out, there wasn't much left at the end. It was like doing the Monsal. Twice.

I was pretty nailed after the Tour de Yorkshire in May. That was a hard race — everybody said so. After that, I took it easy for a couple of days, just doing recovery rides, then went to the Four Days of Dunkirk, which is actually five days. I felt rough on the first two, but got better after that and was seventh on the last day.

### Coming up for air

Then I had a couple of day's break with my fiancée. We went to York then the Dales and stayed in a couple of nice hotels. We had a couple of good bottles of wine, some good food, and lived a normal life for a bit. Then it was back on the treadmill again.

Straight away I did the World Ports Classic on flat roads in the Netherlands, which is a tough race if you've had a couple of days off! But just like in Dunkirk, I came good towards the end. The last stage had a tricky run-in, but the team controlled it. They were getting ready to give me a good lead-out when there was a massive crash, and we got caught up in it. I got a right crack on the back, but that's bike racing.

So, I'm still looking for a win, but the team is really working well, so something will come soon. I'm home for Velothon Wales on June 14, then it's the National Championships in Lincoln, which I'm looking forward to, as it's my local race. After that, I'll have a bit of a break. So no travel, race and recover for a week or so... although I might not get much rest, after all, as we are moving house that week!

Rotherham-born Russell Downing is a former national road champion. He's ridden more races than you've had hot dinners.



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# WHY IS CYCLE INSURANCE ESSENTIAL FOR SPORTIVE RIDERS?

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Insurance can be a minefield, and a lot of people often don't know what cover they've got. This only becomes clear once they need to make a claim, at which point the lack of cover can be costly.

## Household insurance just doesn't cut it

Many cyclists do not have adequate insurance cover for the bikes they own or the riding they do. There is a common misperception that 'if my bikes get stolen, I'll claim on my household insurance'. In many cases, this simply isn't true.

Specialist cycle insurance offers the cover and peace of mind that household policies simply can't, and is the best bet when it comes to replacing your bikes and cycle kit in the unfortunate event of theft or an accident.

Recent research has shown that one in three household policies does not cover bikes away from the home. For those with building only insurance, bikes certainly won't be covered at all. Specialist cycle insurance covers you where household insurance won't – when you're riding.

Contents insurance policies can have bikes added, but this will incur an additional cost, which is often more than a cycle insurance policy.

Bikes are made and bought to be ridden, they're not ornaments to be displayed in a secure location that suits your contents insurance provider.

**cycleplan's** specialist cycle insurance policies mean that cyclists can get out and ride knowing they're covered at all times, including at home, work and most importantly out on the road when training and riding.

## Theft and damage can happen, but there's no need to worry

It's a sad fact that many cyclists at some point will have their pride and joy stolen.

What's more when riding a sportive, accidents can happen: bad road surfaces, some inexperienced riders – if a crash happens it could leave your bike damaged and unusable.

This is where the peace of mind

offered by cycleplan's specialist cycle insurance really comes into its own: if your bike is stolen or damaged beyond repair, and up to three years old, **cycleplan** will replace it new for old to get you riding again in no time.

Imagine if on your last training ride your locked up bike goes missing from outside the café stop, just days before the sportive you've spent months preparing for. Well, this great feature of the policy alone offers holders the confidence to get out and ride, free from the fear that if their bike went missing they'd have to shell out for a new one themselves, at a cost well above that of the insurance premium, or worse still miss the event and then still have to buy a new bike afterwards.

## Add your accessories for full scale cover

In addition to the standard policy, cyclists can choose to add the accessories option. This recommended add-on extends the theft and damage cover to accessories such as helmet cams, locks and bike boxes.

## What if you're liable in an accident?

Beyond your bike, **cycleplan's** specialist cycle insurance covers other scenarios and outcomes that can occur when cycling. The public liability cover of up to £5 million means that if damage were to occur to someone else's car or property as a result of your riding, or if you were in a collision with a pedestrian, any litigation would come out of your policy – rather than your own pocket.

When riding in a large group on a sportive a simple bumping of shoulders or a touch of wheels can be disastrous. But once covered, you won't have to worry about any resulting litigation or payouts, as these will be taken care of by your policy.

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# Brits Abroad

## Elliott Porter, 23

Team3M,  
Oudenaarde, Belgium

**Where are you?** I was in Oudenaarde at the beginning of the season but I haven't really got a base as my race programme is all over Europe. Kristian House, my team-mate from JLT-Condor last year, helped get me on the team because he knew the team manager.

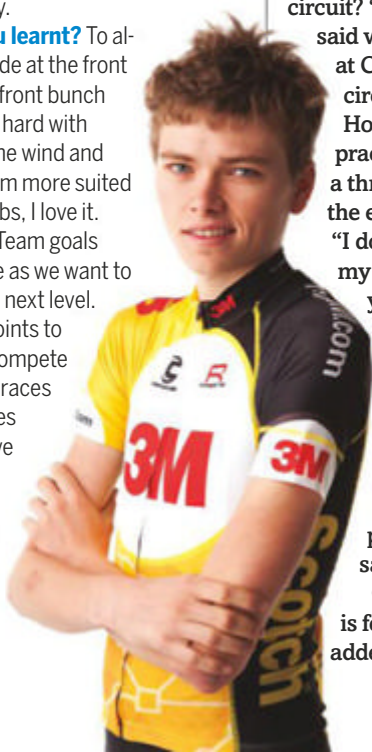
**What's the racing like?** I didn't really get on with the Elite Series races in the UK and to progress I felt I needed to move on and compete in UCI races week in, week out. I get that chance with Team3M as we're one of the best UCI teams in Belgium.

**How's the form?** I've raced six UCI races this year so far. I had a cold during the Tour de Normandie and I was waking up as if I was dead but I still made the right splits. I could, should and would have done better in hindsight.

**How's life?** I like Belgium a lot and my Dutch isn't too shabby. I'm lucky as being from the south of England I can pop back home easily and therefore I like the novelty of being abroad. When living in Oudenaarde it's great as I can recon the Ardennes easily.

**What have you learnt?** To always fight, to ride at the front and stay in the front bunch at all times. It's hard with echelons and the wind and even though I am more suited to TTs and climbs, I love it.

**What's next?** Team goals are huge for me as we want to progress to the next level. We need UCI points to do that so we compete in as many UCI races to help ourselves achieve that. I've got my eye on the UCI 2.1 Ster ZLM Toer in Holland that Philippe Gilbert won last year.



# Tour Series hits London

## Croydon and Canary Wharf offer contrasting technical challenges

Nick Bull

**L**ast week's Tour Series rounds in Croydon and Canary Wharf couldn't have taken place on two more dissimilar circuits: the former was narrow and twisty with one notable drag, while double Olympic champion Ed Clancy described the four-cornered latter as "a bit like a race around a track".

But what makes a good criterium circuit? "I really like the technical ones," said winner of the individual prize at Canary Wharf and Australian circuit race champion, Steele von Hoff (NFTO). "When you get to practise your bike handling, there's a thrill of being on the edge.

"I don't necessarily like it when my front wheel slips, but it gives you a rush!"

Marcin Bialoblocki, whose individual glory in Croydon helped his One Pro Cycling squad take the team victory on the night, likes a mix of last week's circuits.

"I like hard circuits, when people get spat out the back," he said. "But fast ones are fun, too."

Clancy's individual preference is for "flat and easy" courses, but added that "something twisty and

technical with a little hill in it makes a good circuit."

However, you can have too much of a good thing when trying to make circuits challenging.

"Technical circuits are good," said Madison-Genesis's Tom Scully, "but there's probably a magic number of corners to have in a one-kilometre circuit. If you've got seven or eight corners, you're increasing the pressure riders are put under, which causes them to make mistakes and that's when crashes happen."

Only five riders finished on the same lap as individual winner Bialoblocki in Croydon — the fewest in any of the series' opening eight rounds in 2015.

"It completely destroyed me, so it must have been the hardest this year," added Clancy.

Madison-Genesis continued to top the overall standings going into the final week of the series, but One Pro Cycling had moved to within one point of them after team successes in both Croydon and Canary Wharf.

Charline Joiner (Team WNT) won the week's sole round of the Matrix Fitness GP Series in Croydon, but Nikki Juniper (Giordana-Triton) placed second to extend her lead in the overall standings to 11 points over Jessie Walker (RST Racing Team).



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# Fine first outing for Tour of Cambridgeshire

## Inaugural Gran Fondo a great success

Simon Smythe

**C**ontinental-style riding came to Britain last weekend when the Peterborough Arena hosted the Tour of Cambridgeshire — Britain's first ever Gran Fondo, with a UCI-sanctioned time trial the day before, on fully closed roads.

The main event, on the Sunday, attracted over 5,000 riders eager to participate in a 128km ride which was run along similar lines to the Italian Gran Fondos: at the front an elite race unfolded, while in the mass participation ride behind, cyclists enjoyed the wide-open fenland scenery and mainly flat roads at their own pace, cheered on from the roadside by residents of villages. Unlike in sportives, the whole field set off together.

Cwmcarn Paragon's Andrew Williams won the sprint from a breakaway group of four, while women's winner Laura Massey (IKON-Mazda) was in the chasing group of about 100, two minutes

behind. Both riders took home £1,500.

The 28km time trial, which was massively oversubscribed, had a field of 700 riders going off at 30-second intervals from a Tour de France-style start ramp inside the aircraft hangar-sized arena itself. Multiple national champions Matt Bottrill and Julia Shaw were the winners on scratch of the men's and women's time trials on the Saturday — on a mix of A-roads and twisty lanes, blasted by a near gale-force westerly wind.

Bottrill, who clocked 34-11, beating runner-up Ashley Cox by 41 seconds, described the event as "exceeding

anything I've ridden in the UK. I can only compare it to riding the under-23 Worlds."

However, there were many more winners: as a UCI World Cycling Tour qualifying event, the top 25 per cent in each age category — both in the time trial and the Gran Fondo — qualified for the UWCT Amateur World Championships in Aalborg, Denmark, this September.

Owing to the Tour of Cambridgeshire's three-year agreement with the UCI, the event will take place for the next two years, which organiser Vericoool Sports Management hopes will help to secure the Amateur Worlds for the UK.

### MY VIEW...

#### Simon Smythe

*Cycling Weekly* writer

We are already aware of the pulling power of mass-participation rides, but it was a pleasant surprise to see the closed-road time trial — no dual-carriageway dragstrip, no traffic, non-standard distance — attract the country's top testers plus hundreds more. If everyone who entered had got a place, this would have been the world's biggest ever time trial.





# THE BIG QUESTION

## “What’s your favourite post-ride meal?”

Big Mac meal with extra lettuce, because I’m healthy.

*Kevin Carrizo*

I don’t need anything... I’m always full from all the bugs I swallow.

*Clare Hands Martin*

When I’ve been out for a spin,  
I like bangers and mash when I get in,  
With baked beans or gravy ‘n’ peas,  
All washed down with mugs of tea.

*Neil Jackman*

Three-egg ham and mushroom omelette,  
with a serving of chips.

*Dave Allan*

Protein shake and a Clif bar or multigrain  
bagel with almond butter immediately  
post-cycle, then home-made slow cooker  
stew an hour later.

*Paul Thornhill*

Bacon baguette, topped with that plastic  
cheese from Kraft. Very naughty but  
easy, quick and very nice!

*Nick Jones*

Quinoa, two poached eggs and a glass  
of milk.

*Bryan Donnelly*

Protein shake, plate of chicken, banana  
and maybe some scrambled eggs!

*Samantha Lichy*

Meatball spaghetti, extra-large, or a  
large doner kebab with chips.  
Sometimes both if I have just finished  
the Dragon Ride.

*Russell Page*

A funky monkey smoothie: milk,  
yoghurt, peanut butter, Nutella and  
banana. Or Nutella on crumpets, just  
because I like the word crumpets.

*Danny Johnston*

Oatmeal with fresh honey, bananas, and  
mixed nuts. Drink it down with a Cuban



Post-ride perk:  
a rare chance to  
indulge yourself

coffee and my post-ride refuel  
is complete.

*Sam Sacalis*

Nutella on Soreen and a cup of  
coffee. Yum.

*Andy McKay*

A Rochester, New York ‘Garbage Plate’:  
two cheeseburgers on top of baked  
beans, macaroni salad and hot dogs.  
Adding ketchup and hot sauce tops it off!

*Austin Giorgio*

Frozen yoghurt with blackberries,  
almonds and dried cranberries.

*Louise Loving*

Beer!

*Brett McLinden*

## Next week’s big question...

*In your opinion, what was the hardest  
ever stage of a Grand Tour?  
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# Letters

Letter of the week  
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## The fairer sex

STAR  
LETTER

Referring to the letter 'Manners cost nothing' (CW May 28), I punctured recently in a TT and a male member of my club raced past and not a word was said. The second club member to pass was a young lady who shouted to ask whether I was OK and did I need help, although it was obvious that she couldn't stop. Thanks 'Dee'.

Whereas the men, when racing, pass in silence, the local fast girl always gives a word of encouragement as she sweeps past leaving a haze of perfume.

In my 60th year of time trialling perhaps the women are just taking pity on an old man.

Brian Hall, email

## Geoff's still got it

In the picture accompanying the Les West article (CW May 28) was his Holdsworth team-mate Geoff Wiles, and in the shot on Rosedale Chimney (Icons of Cycling) was Bob Downs following his GB team-mate, Joe Waugh. What a coincidence!

At last week's Ford CC Dunton LVRC series for all cats over 40, first was 60-year-old Bob Downs and second was 72-years-young Geoff Wiles, beating riders some of whom were 32 years younger. Geoff is still going strong!

Trevor Mills, email

## Rubbish tip

I often wonder while I am out riding why cyclists get a bad press from car users — is it because we slow them down or jump red lights etc? Because

let's face it we've all done it some time.

But lately I've noticed all the rubbish we throw away. My routes take me into Teesdale and Weardale and parts of the C2C, and it's littered with discarded gel and energy bar wrappers. Why do we do it? Why not put them back into your pockets? If you can carry full ones, then you can carry the empty ones.

Remember most of our routes in the North-East are over moorland with grazing sheep and lambs. I wonder how many of the dead ones beside the road have choked to death on discarded wrappers? Let's get our act together before we complain about others.

Bob Brown, email

## Vintage beauty

I enjoyed Simon Smythe's article on Battaglin's Tre Cime Pinarello (CW May 21). He suggests that next to modern exotica "this plain red bike looks conventional — boring, even". On the contrary — I would say that this machine is the epitome of grace and elegance — delicate looks, discreet graphics, and

fitted with Campagnolo's finest.

I suppose that as ever, beauty is in the eye of the beholder, but to me a modern carbon bike looks almost agricultural — big tubing, and often with huge, artless logos.

I have owned a carbon bike, but prefer a good butted-tube, hand-crafted, alloy steel frame. I find it gives a better feel for the road, and is much livelier. I would take the old Pinarello any day!

Eric Kwiatkowski, email

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26,273 abc

Cycling Weekly ABC, Jan-Dec, 2014 (print & digital)

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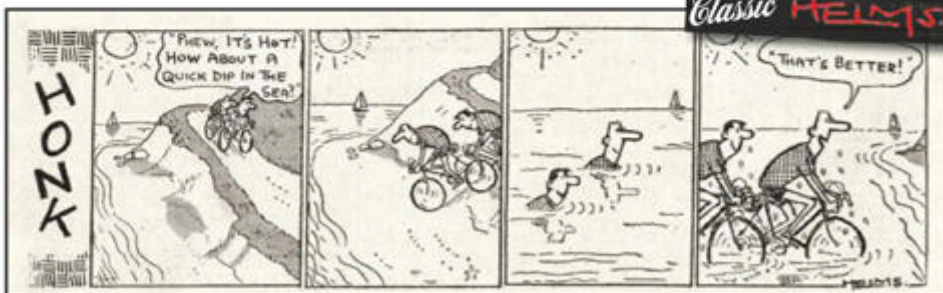
Cycling Weekly, 0011-4316, is published Weekly by Time Inc (UK) Ltd, Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England The 2015 US annual subscription price is \$384.20. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434, USA. US Postmaster: Send address changes to Cycling Weekly, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA Subscription records are maintained at Time Inc, Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England Air Business Ltd is acting as our mailing agent.

Cycling Weekly is published every Thursday by Time Inc. (UK) Ltd, Leon House, 233 High Street, Croydon CR9 1HZ. Registered at the Post Office as a newspaper. Colour origination: CTT Limited, Units C/D, Sutherland House, Sutherland Road, London E17 6BU. Printing: Southernprint (Web Offset) Ltd, 17-21 Factory Road, Upton Industrial Estate, Poole, Dorset BH16 5SN (Tel 01202 628300; fax 01202 632403).

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Johnny Helms was *Cycling Weekly's* resident cartoonist from February 1946 until November 2009.



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# Remembering Eileen Gray

*Cycling Weekly* pays tribute to the first — and, to date, only — female president of the British Cycling Federation

Daniel Ostanek

**“E**ileen was a very powerful lady. A battleship, that’s how I thought of her,” says Bernadette Swinnerton, part of Eileen Gray’s British World Championships squad between 1968 and 1972.

Gray was indeed a powerful lady. The most powerful in the history of British cycling, and to this day is still the only woman who has served as president of the British Cycling Federation. The tributes that poured in after her death last week at the age of 95 have served as a reminder of the great progress she made on behalf of women’s cycling.

“The current women’s events you see now are in some ways due to the efforts Eileen made in the Seventies, Eighties and before,” says Ian Emmerson, another ex-British Cycling president and long-time organiser of the Lincoln GP. “I’ve been with [multiple Paralympic champion] Sarah Storey today, and it just goes to show how far we’ve come — the foundation for all that success is down to Eileen.”

Gray’s determination doesn’t come as a surprise once you consider her introduction to the sport. A wartime rail strike left her with only one commuter option for her daily trip to work in a south London engine factory.

Come the end of the war, she was a fully-fledged racer, and was part of the first ever formation of a British women’s cycling team in 1946. Organisers of a



Danish track event held an exhibition race between their riders and a trio of Brits, which they saw as a warm-up for the men’s races, but typically, Gray saw it another way.

## Iron lady

“They wanted us there as a sideshow,” she recalled in 2010. “What they didn’t realise was that they’d given us a platform, visibility, and a chance to show what we could do. Other women saw us too, and from that point on, something started that they couldn’t stop.”

Of course, the British team won the race, a success that would set the tone for the rest of Gray’s involvement in cycling, starting with the foundation of the Women’s Track Racing Association (WTRA) in 1949. Over the next decade, she also played an integral role in lobbying for the recognition of women’s world records, before going on to

manage the British women’s team at international events.

The WTRA, which was later known as the Women’s Cycle Racing Association, played an integral part in introducing many riders to road racing. Carol Barton, who moved from time trialling to race in various WCRA events in the late 1960s, was one of them. Part of the World Championships squad around the same time as Swinnerton, Barton recalls an incident that sums up Gray’s character.

“She was a tough woman. Sometimes the lads wanted to borrow our equipment, I think it was at the Gap road race [at the 1972 World Championships],” Barton says. “We’d been told the course was flat, and it wasn’t, so they wanted to borrow our wide-ratio blocks [cassettes], and Eileen was having none of it.”

It’s no surprise to hear that Gray stood firm, while Denise Burton, 1976 British champion and daughter of Britain’s



Gray in 1984, as BCF president



greatest female cyclist Beryl, wasn't surprised to hear the story either. "I wouldn't say she was formidable, but she had that presence," Burton recalls. "I don't think many people would've argued with her."

### Women's advocate

Another story that cements Gray's reputation as a no-nonsense woman who was determined to stick up for women's cycling, even to her own detriment. Bernadette Swinnerton remembers:

"It was my first Worlds, in Rome in 1968. It had rained and we were supposed to be riding the sprint quarter-finals. The commissaires said that it was safe for us to ride, but we knew somebody had been killed there the week before."

Gray told the commissaires that it was too unsafe for racing, but the officials wouldn't relent.

Eventually, she came up with an idea.

"Eileen said, 'OK, I'll go on and prove that it isn't safe.' Obviously, to prove that, she had to fall off. She was in her fifties at that point, and was prepared to ride around that steep, wet track and fall off, just so that we didn't have to risk it."

Of course Gray did just that, managing to get the race postponed in the process. "I was really impressed with that," Swinnerton says. "She was a great team manager, and really cared about us."

Gray was in charge of the women's team, and indeed much of women's cycling in the country for the next decade, before ascending to the presidency of the British Cycling Federation in 1976. She held the position for 10 years, influencing the sport from on high, while still fighting for the rights of female racers.

After leaving that role, Gray moved to the British Olympic Association in 1988, taking on the role of vice-president. It was a different organisation but her passion and drive remained.

"Getting that position was her biggest achievement," remembers Emmerson. "A lot of what has happened with the

British Olympic team was down to Eileen making sure the girls were well-represented and ensuring the funding was there."

Indeed, when one thinks about the recent success of British Cycling at the Olympics, it's hard not to think of Eileen

Gray. Britain has topped the cycling medal tables at both the 2008 and 2012 Games, with women taking home a combined six gold and four silver medals during that time. We should thank Gray for laying the foundations that allowed the likes of Rebecca Romero, Victoria Pendleton and Laura Trott to succeed.

### A debt of gratitude

Gray's influence extended far beyond these shores, as Denise Burton points out: "Women's racing wouldn't be where it is now if it wasn't for her," she says. "She was the driving force who pushed for women's racing internationally. She was an amazing woman."

Women's cycling is on the rise but there is still a long way to go, both in terms of prominence and equality. Nowadays there is no singular leading figure like Eileen Gray, but instead a wide range of people continuing the work she started, fighting for further progress. For now, though, take some time to remember the woman who shaped the sport into what it is today.

"If it hadn't been for Eileen, the sport wouldn't be what it is. She's the one who really cared about women's cycling back in the earlier days, she really pushed it," says Swinnerton. "Women's cycling owes its existence to Eileen Gray. Not just nationally but internationally." ■

**"She pushed it... women's cycling owes its existence to Eileen Gray"**



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# What's in a logo?

Check the jerseys at any club run, and hidden amongst the advertising you will find slices of local history, fiercely defended by members. *Owen Rogers* takes a closer look at the origins of cycling club logos

**T**he Durham village of Aycliffe was little more than a hamlet before World War Two and the arrival of Royal Ordnance Factory 59. Mainly women, the 17,000 workers became so important to the war effort, the German propagandist Lord Haw-Haw dubbed the employees the Aycliffe Angels.

Now Newton Aycliffe, the town is highly industrialised and when local cyclist Chris Atkinson founded Aycliffe Velo last spring, he decided to celebrate the town's history in the club logo. "Our town is famous for two things," he tells *CW*, "the Aycliffe Angels and acorns. Everything in the town revolves round acorns, but I said, 'I'm not putting a squirrel on a bike.'"

Instead, Aycliffe's emblem shows a bullet with angel wings standing in the middle of a chainring, with the factory letters ROF59. It is striking. "It was designed specifically to encourage someone to say, 'Why have you picked that and what does it represent?' I was trying to highlight, this is the history and the catalyst for the town, the whole town is built because of the Aycliffe Angels."

Deference to local history has inspired many club logos over the years. Castles, hills and many civic crests or coats of arms all feature on the jerseys you'll see on British roads. Gosforth Road Club's logo shows the keep of the Norman castle in Newcastle, which was the emblem of Gosforth Urban District Council when the club was formed in 1951.

The logo even dictated the tangerine, white and bottle green of Gosforth's jersey, and while the colours changed briefly following a merger with Tyne Olympic, the logo remained. And it is likely to stay that way for the foreseeable future.

"I don't think it would come up for discussion," explains club chairman,

Peter Harrison. "It's a bit like going to Newcastle United and saying we're going to change from a magpie to something else. It would be a disaster."

## Wings and rings

While they engender the same loyalty, the majority of club logos do not relate to local history, but instead evoke cycling itself. Pictures of wheels and chainrings are everywhere, and many clubs have woven their initials into the shape of a speeding cyclist.

Of these more abstract emblems, it is, however, the winged wheel that is most iconic. The Cyclists' Touring Club probably has the oldest winged wheel. First used in 1886, eight years after the organisation was established, it appears in its monthly magazine to this day. The organisation placed it on the walls of hostelrys that welcomed cyclists, and examples can still be found around the country. There are even moves afoot for the winged wheel to replace the modern 'wonky wheel' currently in favour at the CTC.

Adopted by motorcycle clubs as well as cycling clubs, the winged wheel is probably derived from the Greek God of travel, Hermes, or his Roman counterpart, Mercury. Both these mythical characters were known to use ridiculously small wings to get around when their chariots were in for a service.

**"Committee room murmurs of a change can lead to grumbles and consternation on the club run"**

Whatever the origin, the wheels signify the freedom of cycling and these emblems can be seen on many a club jersey. There are variations, with wheels at differing angles and varying styles of wing and even colours, but the concept remains the same. Early iterations were single colour metal logos, often made by the now defunct Birmingham Medal Company. Colour only came into the equation when the symbol was embroidered onto cloth logos, which were sewn onto woollen jerseys long before technical fabrics and colour printing.

A club's logo often stays with it forever. Even committee room murmurs of a change can lead to grumbles and consternation on the club run, though circumstance can occasionally lead to unintended change.

Cwmcam Paragon's flying wheel design dates from the foundation of the club in 1932; it was discussed at the first AGM and appears on the first club handbook, from 1934. Over the years, however, it disappeared. Eventually it was replaced completely by sponsor logos, as the club became more successful and riders like Welsh national coach Darren Tudor and 2002 national road race champion Julian Winn flourished. However, with the club's 80th anniversary approaching, the membership reclaimed the logo, which now takes pride of place on both front and back of their jersey.

Stories like this illustrate just what these emblems mean to grass-roots cycling in Britain. Whether the logo shows an aero time trialist, the traditional winged wheel or an abstract bull's head, these logos are about soul. The soul of the communities they represent and the members of clubs young and old. But more than that, they are about the soul of British cycling itself. ▶



# Club logos of note

## Withington Wheelers

The white horse emblem of this Manchester club was inspired by the name of the hotel outside which early club runs began. But this is not their first logo. The club was formed in 1931 by a group of local riders who found other clubs too expensive. Manchester's coat of arms formed the basis for the first logo, which was superseded by a Lancashire rose, before they adopted the current design. The logo is now firmly embedded in club identity, as club captain Amanda Phillipson tells us: "I think there would be lots of complaint if we were to change it. It's part of our history and there aren't many cycling clubs with a history as long as ours."



members forced the club into decline, with activities ceasing in 1959. Long serving member Mike Frow continued to pay National Cycling Union subscriptions until 1978, when the club once again took to the roads of north Lincolnshire. The 1978 reformation saw the winged wheel design switch from white to the current yellow, though still on the blue background of the original. The last founding member died in 2013, so no one is left to tell

the story of the badge, though the 30s was the heyday for the winged wheel.

## Dinnington RC

Based near Rotherham, this club has strong links with the local colliery. Sunk in 1905, the mine saw the village expand rapidly, with the cycling club being formed in 1925. The simple, monochrome badge



## Livingston CC

Only formed last summer, it was one of Livingston Cycling Club's leading lights that established the club emblem.

"The badge — the large L — was an attempt to give an instant identity to the club," club secretary George Smith told CW. "It consists of our initials in the vague form of a bike tyre." Few clubs leave a new badge to chance, and most employ someone to get it right. Smith recruited an architect colleague: "He was reluctant at first, but the lure of designing something as unique as a sports club crest really infected him."



## Scarborough Paragon

Revamped in 2014, rounder edges and a splash of colour brought Scarborough Paragon's winged wheel bang up to date. The Birmingham Medal Company made the first run of Paragon's winged wheel when they formed in 1953, though the emblem was also available as a cloth badge. Current club president, 98-year-old Stan Chadwick, was one of three founder members who designed the badge when the Paragon formed back in 1953. This new version has proved popular with club members and takes a prominent position on the club kit.

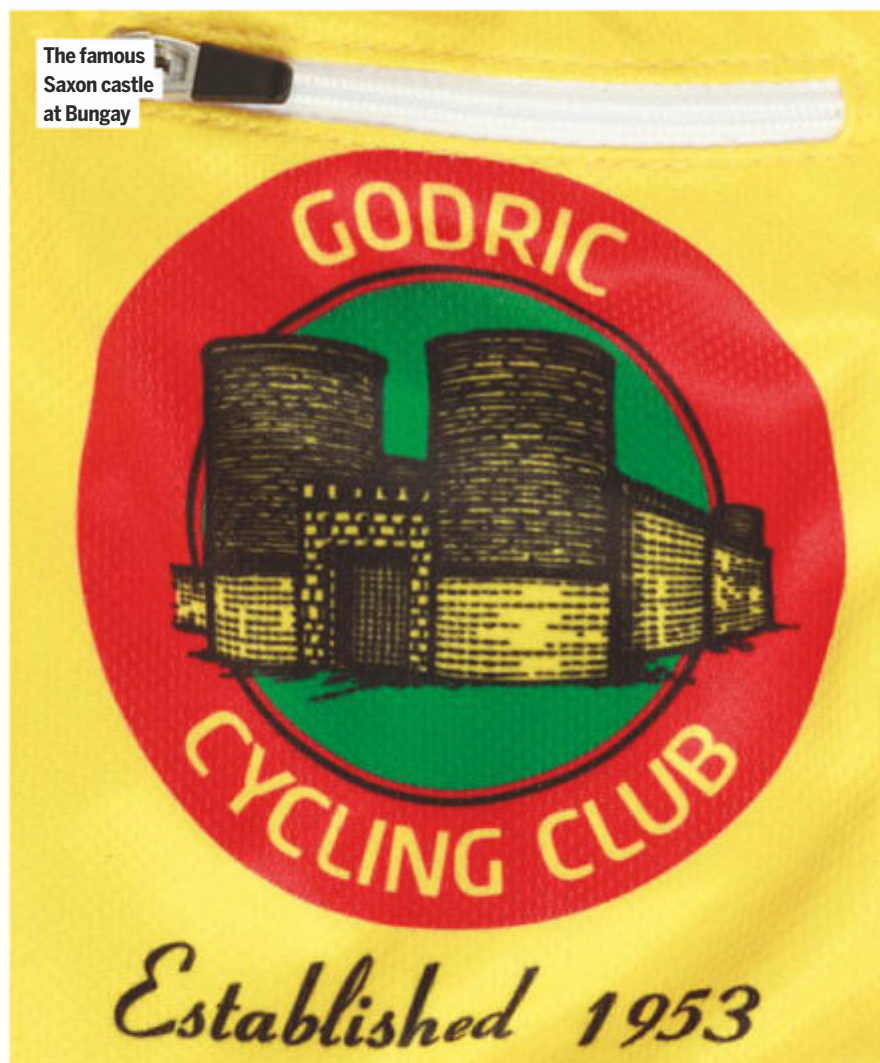


## Barton Wheelers

This club only remains in existence due to the diligence of one of its early members. Formed in 1933, a lack of



The famous  
Saxon castle  
at Bungay



## Godric CC

Godric was the Saxon owner of the land on which the Suffolk town of Bungay and its castle were built. Though the club has used the castle as its badge for many years, this particular design is a new one and has only been used for two years. The club engaged a design student from Norwich who used the project as part of his studies to create the badge and the committee selected the current depiction from a number of designs. The badge now shows the town castle in the club colours of red, green and yellow.



depicts the local church, the white rose of Yorkshire and the winding headgear of the colliery. The badge has been with the club since the 1920s, about the same time as the club track was built on the Institute playing field. The track inspired the club's racing future, which has attracted many famous names. Milk Race winner Chris Walker and brothers Russell and Dean Downing have all worn Dinnington's badge.

### Rugby Racing CC

Formed in 1929 the club adopted the logo of the time, the winged wheel. Unchanged until 2007, a complete rethink brought a modern, swooping iteration of a time trialist to the club's red, yellow and black jersey. Those colours reflect the modern reality of club cycling; adopted to appease a sponsor, they have now lasted longer than said sponsor. This year saw a new kit supplier and a further update to the logo, though more of an evolution than that which caused older members such consternation back in 2007.



### St Neots CC

Founded in 1887, St Neots is one of the oldest clubs in the country, but it nearly disappeared when membership dwindled in the 1990s. Though three or four hardy souls continued the weekly time trial, all other activities ceased until around 2005. Faced with joining local rivals St Ives CC, or reinvigorating the club, they chose the latter and are now thriving, with members taking part in all aspects of the sport. It was the club's long history which kept it going, meaning the old club logo, a traditional winged wheel, has pride of place on the fresh-looking modern jersey.



### Sherston Velo

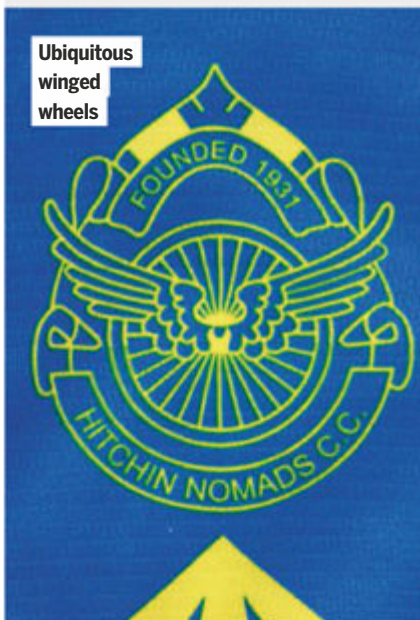
This Wiltshire club only formed in October 2014 and their striking logo depicts a hero of local history. In 1016, militia leader John Rattlebone fought alongside Saxon armies near the village in a battle against the Danish King Canute. The invading king was unable to hold back the Saxon tide and retreated after a two-day battle. Designed by the committee, the image was completed by local designers and artists. As well as local history, it pays homage to Sherston and District CC, active in the 1950s and long since gone. Their logo also depicted Rattlebone, though without the bicycle wheel shield of the new logo.



### Hitchin Nomads

Though there are records of cycling clubs in the Hertfordshire town dating back to 1875, the nearest club to Hitchin in the early 1930s was in nearby Letchworth. Formed in 1931, the club has experienced peaks and troughs of membership, but received a significant boost in 1947 when, in a strange twist of fate, Letchworth CC closed and members switched allegiance. The word logo does no justice to the Nomads' monochrome winged wheel, which is elaborately adorned. 'Conservatively' is how the members of Hitchin Nomads would propose any changes to their magnificent crest.

Ubiquitous winged wheels



### Hafren CC

One of the boldest, simplest logos we've come across, Hafren CC's red and black arrow leads the way on club runs around Newport and Mid Wales. Other than the colours of their predecessors at the defunct Hafren RC, the club had a blank canvas. "The badge had no boundaries," club press secretary, Darren Jarman told CW. "We wanted something that would not only stand out at events, but could be used as a branding opportunity. The arrow is used on our website as well as for direction signs during time trials and cyclo-cross races."

A practical logo works for events



### Angus Bike Chain

In any club there's always a member who knows someone who can. In this Scottish club's case, it turned out that the club secretary's partner is a graphic artist. Briefed to create a logo featuring an Aberdeen Angus bull in a style influenced by local Pictish carvings, Ailsa Smart came up with this meaty masterpiece. Within the brief she still managed to reference cycling, outlining the bull with a bicycle chain, then surrounding the entire image with a chainring. It might be a bold, fun image, but it manages to closely represent the membership and the heritage of the area. For this reason the membership already identify closely with it, even if it has only been used for two years.

A bullish badge of honour





## Should you go tubeless?

Once the choice was simple: clincher v tubular. But now tubeless are on the brink of taking off, and in some situations they might be perfect

Matt Lamy

**I**f you've bought a new bike in the past year or so, chances are the wheelset is 'tubeless-ready'.

The technology has been around for several years and the number of manufacturers now making them is reaching a tipping point. Last month Zipp, builder of the most sought-after carbon wheels on the market, announced its first tubeless-ready wheelset.

In the past, road tyres came in two options: clincher, with an open tyre and separate inner tube; or tubular, with a rubber tread stuck to an enclosed canvas casing, and a tube inside, that you glue to the wheel rim. Clinchers — or high pressures (HPs) — have always been the first choice for general cycling due to ease of use when you puncture, and cost. Tubulars remain the tyre of choice for track racing, time trialling and much of the pro peloton.

For some time now mountain bikers have used tubeless tyres — a system very similar to a car tyre where an open

rubber outer tyre sits firmly in a wheel's rim. No inner tube is needed as the rims and valve are sealed. Air sits in the cavity between the wheel rim and the inside of the tyre.

Off-road there are many benefits as tyres can be run at lower pressure — giving better grip — with no risk of pinch punctures. The benefits might not be so obvious on the road where running tyres at such low pressure doesn't offer many benefits.

### Fewer flats, thicker tread

Tubeless tyre systems do, however, suffer from fewer flats than clinchers as they are run with sealant inside that will instantly dry around a hole and seal it. Tubeless tyres can also run a slightly thicker tread without compromising feel, which with only one layer between the wheel and the tarmac is said to be better than clinchers.

If the system does fail when you're out on a ride, an inner tube can always be fitted to get you home.

So, with so much going for them, why



Tubeless offer a puncture advantage over clinchers

aren't tubeless tyres more popular? Cycle tech legend Keith Bontrager is a fan, but understands their limitations: "I came into road tubeless from many years of mountain bike tubeless experience, so there wasn't really much new that had to be done. The real difference is that the pressure in road bikes tyres is much higher than with mountain bikes, so the sealant behaves a little differently.

"The problem first of all is that the pros don't use tubeless. They race on tubular

Yes



### Keith Bontrager

Bike technology legend

"I'm a fan, but then I only train on my road bike, I don't actually race on my road

bike, and tubeless tyres are not yet really racing tyres. A tubeless tyre with sealant is much less prone to punctures so, compared to having to changing a flat tyre in the rain with buses whizzing past, it's a much better option. And our Bontrager Tubeless Ready wheels can be used either with or without inner tubes, so you don't even have to make the call straight away."

No



### Benjamin Blaurock

Continental Tyres, road tyres product manager

"We don't make tubeless tyres at

Continental right now. The benefit of them in mountain biking is you can use very low pressures for better grip without getting snakebite punctures. But for the traditional road market we don't think those are as important factors. The construction of road tubeless tyres is a far bigger challenge. You need a heavier system because of the higher pressures, yet weight is a very important factor for road cyclists."





for really good reasons — they stay on the rim, they're light and they roll well. Tubeless tyres are heavy. They're probably a little quicker rolling than tubulars in the lightest possible case, but those would also be fragile.

"Another problem with tubeless is that they just take a little more casing to contain air than a tyre with an inner tube," Bontrager said. "But we fit tubeless-ready wheels to Trek bikes because we anticipated that for sportive riders and for recreational riders the tubeless set-up with sealant would be a popular thing. It'll take a while, though. The approach to mounting tyres and the maintenance of a tubeless wheel is a little different than with standard inner tubes, and for some people it might be a hassle."

Finally, as always with new bike innovation, as different manufacturers come out with their own take on a certain technology, it leads to some confusion. "The international standard is fuzzy, it's not guaranteed," Bontrager

says. "Having a bunch of proprietary standards that aren't compatible would be a nightmare. So there is an attempt, and it is a legitimate attempt, to try to make the interface between the tyre and the rim fairly universal."

## OUR TAKE

**Tubeless tyres are nice to ride, and if used with sealant can be quick to fix in the event of a puncture. They won't take over from clinchers so long as they remain such hard work in the event of total failure. Because the seating of the tyre bead has to be so secure (to keep the air in) tolerances are tighter, making them extremely hard to get on and off a rim. On a warm summer's day they would defeat most riders' grip strength; in the winter they're as good as impossible to change.**

## HOT STUFF

### Scott Pro Tec clothing

As anyone who has ever crashed a bike will testify, road rash hurts. However, this Scott clothing has carbon and ceramic fibres woven into the fabric that will apparently prevent abrasions as you slide along the road. Now, how are we going to test it...?

Contact: [www.scott-sports.com](http://www.scott-sports.com)  
Price: £94.99 (jersey),  
£109.99 (shorts)



### Ekoi Multistrata

We've got plenty of sunglasses to test at present and fresh in is this rather neat and very light (25g) pair of mirrored photochromatics from French online brand Ekoi. They're worn by Fabio Aru and Alexander Kristoff, so you'll have seen them in quite a few winning shots this year.

Contact: [www.ekoi.fr/en](http://www.ekoi.fr/en)  
Price: £113.98  
Test report: **July**



### Vittoria Hora cycling shoes

Part of our upcoming test of mid-priced carbon shoes, these Vittoria Horas have a 3mm-thick carbon sole, so they're very stiff. There's a ratchet as well as a boa-type closure, so we'd hope to be able to get a close, comfortable fit.

Contact: [www.chickencycles.co.uk](http://www.chickencycles.co.uk)  
Price: £189.99

Test report: **July**



## Bont Vaypor road shoe £270

Bont's main downfall over the years has been comfort for the masses — not everyone could get on with the harshness of the stiff carbon soles, especially on the original Vaypor. However, with the new Vaypor Sprint, Bont seems to have cracked it, producing a far superior fit. The range-topping S is made from a similar unidirectional carbon and Durolite outer previously seen on the Zero and the

Vaypor Plus, mixing the two designs to offer a sleek look and feel. Two well-placed Boa ratchets held feet in position firmly and allowed for small adjustments on the fly. No effort seemed to be wasted during testing, and they're light with it — these shoes can't be faulted.

Symon Lewis **230g**  
[www.saddleback.co.uk](http://www.saddleback.co.uk)

**10**



**Product of the week**

## Santini Mesh Short-sleeved Base Layer £44.99

If you don't currently wear a base layer, and many cyclists don't, then this excellent offering from Santini is fully recommended. To the non-believers, rest assured that this is much more than a string vest; it is super-comfortable, very light and soft, fitting like a second skin with its seamless construction. It also does an excellent job of wicking sweat and regulating your body temperature. Santini claims that the base layer reflects far infra-red rays back into the skin, enhancing performance and recovery. While this sounds dubious, this base layer is seriously comfortable and has lasted the course of two months' intense use. Only the high retail price prevents the Santini's base layer from scoring a perfect 10.

Oliver Bridgewood  
**68g (Size M)**  
[www.fisheroutdoor.co.uk](http://www.fisheroutdoor.co.uk)

**9**



## Endura FS260 Pro Slick Overshoe £22.99

The FS260 Pro Slick Overshoes are designed to offer waterproof protection in a compact package that can be stowed in a jersey pocket. They feature a high-stretch, waterproof PU fabric on the main body, with a rear panel made from Lycra for additional stretch when putting them on. There is also YKK rear zip to aid putting them on and taking them off. In practice they were easy to put on/take off and the water resistance was decent. The low score is due to their durability: the white colour of our test sample quickly scuffed and became cut up — black or grey would no doubt hide the inevitable scuff marks better. Similarly, after one wet, dirty ride, no amount of washing restored the white colour to its initial dazzling prowess.

Oliver Bridgewood **94g**  
[www.endura.co.uk](http://www.endura.co.uk)

**6**







### Sportful Hot Pack 5 W jacket £75

We've always rated the men's version of this jacket, so three cheers to Sportful for bring the technical water repellant Hotpack out in a woman's cut. Packing down to the size of an orange (smaller if you forgo the attached stuff bag), and weighing not much more than some gels, this jacket leaves ample space in back pockets for all the usual paraphernalia. The race fit restricts wind-flap to the arms, limiting drag, and a perfect fit at the waist still manages to allow easy access to jersey pockets. A lightweight Lycra wrist and thumb loop secures arms in place, but trying to fit thumb loops on the move is tough.

Hannah Bussey 76g

[www.c3products.com](http://www.c3products.com)

9



### Gore Element X-Road jersey £59.99

There's no shortage of short-sleeve jerseys around the £50-£60 mark, so it would take something exceptional for the Gore Element X-Road jersey to really stand out. And while this offering doesn't quite manage it, it's still a solid jersey. The fit isn't designed with aerodynamics as the top priority but is very comfortable, and the polyester fabric is exceptionally breathable — great for rides in warmer conditions. Three rear pockets offer plenty of storage for bars and gels, and there's also a security pouch built into the right pocket. One nice touch was the lockable zip, which made it easy to undo the front of the jersey on hot climbs, although the lack of a zip garage allowed the zip to rub against my neck.

Henry Robertshaw 136g

[www.goreapparel.co.uk](http://www.goreapparel.co.uk)

8



### Better You Magnesium Flakes (1kg bag) £9.95

According to Better You, magnesium is crucial for skeletal strength, normalised muscle function, energy production and the body's ability to detox. It is a pivotal nutrient responsible for over 300 chemical actions within the body and associated with thousands more. The idea is that you put 250g of the magnesium chloride flakes in your bath in a bid to "efficiently replace magnesium lost through modern diets and pressured lifestyles." The magnesium chloride disassociates into ions and is absorbed by the skin. It is claimed the magnesium ions aid muscle relaxation and skin health but after trying the flakes, I didn't really notice any difference to my skin or muscle recovery when compared to a normal bath.

Oliver Bridgewood

1kg per bag

[www.betteryou.com](http://www.betteryou.com)

6



### Sugoi RS windshell £49.99

The Sugoi RS jacket folds up into its own pocket for easy stowage. The folded jacket has Velcro straps so that it can be attached to your saddle and seatpost, as well as a reflective strip for visibility when it's hanging there — albeit on the wrong side for UK roads. If you want to put it in a jersey pocket instead, it will fit there comfortably too. The neck is high and elastic, as are the cuffs and hem, and the fabric flap behind the zipper cuts out drafts. Nevertheless, it is well ventilated, although there's significant upper-arm windflap — the scourge of lightweight cycling jackets.

The stowage pocket doubles as a

zipable rear pocket.

Paul Norman 106g

[www.sugoi.com](http://www.sugoi.com)

7

## LONG TERM TEST

### 26 months later

#### Birzman Zacoo mini-pump £17.99

At under 10cm long, this pump-of-last-resort has rattled around in my saddle pack for a couple of years now. It's surprisingly effective, getting a tyre up to get-me-home pressure in a few minutes, even if the claimed 140psi is very ambitious.

The major drawback is the tiny Presta adapter which has to be screwed onto the pump before use — it has a tendency to want to escape into the roadside undergrowth.

[www.i-ride.co.uk](http://www.i-ride.co.uk)

6

Zacoo: tiny, handy pump



### Can't live without

#### Nivea sunscreen £15.99

It's that time of year again when if I head out without slapping this on I get back looking and feeling like a well-boiled lobster. This sunscreen from Nivea is easy to apply, coming in a pump-action spray bottle which lasts for ages. It's not greasy, is waterproof and seems to keep going longer than I do.

[www.nivea.co.uk](http://www.nivea.co.uk)



Nivea: pump-action protection

# Cervélo S5

## £7,299

Tested by: Henry Robertshaw | Miles ridden: 644 |  
Size tested: 56cm | Weight: 7.25kg/15.98lb

**S**ince launching the Soloist back in 2002, the world's first aerodynamic road bike, Cervélo has put itself at the forefront of the aero road market. The new S5 seems to be its attempt to secure this position in the face of

increasing competition from the likes of Canyon, Giant, and Specialized.

### Frame

The original S5 was slammed by the pros for its flexy front end, which made the handling as relaxed as the upright position the tall head tube forced you into. With this in mind, Cervélo has lopped 2cm off the head tube and reworked the carbon lay-up to create a front-end that is apparently 35 per cent stiffer than the old S5.

However, this frame is mainly a canvas to show off the best of Cervélo's aero engineering, with a claimed 21.3 watt saving over the previous version. This is thanks to the dropped down tube which has been lowered to sit closer to the front wheel, the shielding seatstays that smooth airflow around the rear brake, and the cut-out seat tube which has been redesigned to accommodate 25mm tyres.

### Specification

On a bike costing upwards of £7,000, anything less than Dura-Ace Di2 would be a disappointment, so to see Shimano's top-of-the-range electronic groupset, along with its utterly faultless



**S5:** Lamborghini of the cycling world

shifting and braking, was a welcome sight.

The only departure from Dura-Ace is with the Rotor 3D+ chainset, which is compatible with the S5's BBright bottom bracket without an adaptor. As an out-and-out race bike you might have expected Cervélo to go for standard chainrings, but the 52/36t combination chosen instead is a great choice for everyday riding.

However, the biggest talking point is the aero handlebar. According to Cervélo, it saves 4.4 watts over a standard bar, but it is also wildly impractical. The flattened 3:1 ratio tops are not only uncomfortable to hold but make it almost impossible to fit an out-front computer mount or a front light.

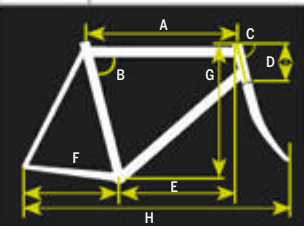
The HED Jet 6 Plus wheels were also a disappointment. They were fine when cruising

### Cervélo S5

£7,299

Frame	■■■■■■■■■■	9/10
Specification	■■■■■■■■■■	7/10
Ride	■■■■■■■■■■	8/10
Value	■■■■■■■■■■	8/10

Distributor	www.derby-cycle.com
Frame	Cervélo S5
Fork	Cervélo all-carbon, tapered S5 fork
Size range	48-61cm
Weight	7.25kg
Groupset	Shimano Dura-Ace Di2, Rotor 3D+ chainset
Alterations	None
Gear ratios	52/36t, 11-25
Wheels	HED Jet 6 Plus
Tyres	Continental Grand Prix, 23mm
Bar	Cervélo all-carbon, aero
Stem	FSA OS-99 CSI
Seatpost	Cervélo carbon, aero
Saddle	Fizik Antares



SIZE TESTED: 56cm

A	B	C	D	E	F	G	H
56.5cm	73°	73.5°	15.7cm	56.5cm	40.5cm	39.2cm	98.5cm





along at 25mph-plus, but sluggish when climbing and accelerating out of corners. A pair of good full-carbon wheels is really what's needed to get the most out of the great frame.

#### Ride

It's no surprise that the S5 really comes into its own when it's ridden fast. Once you're up to speed it really doesn't require much effort to stay there. Unfortunately

*Cycling Weekly* doesn't have the facilities to verify Cervélo's aero claims, but the difference over my normal non-aero race bike was noticeable, as I shot along the rolling roads of Kent and Surrey with ease. I'm also inclined to believe Cervélo's claims about the S5's improved handling. Cornering and descending inspires confidence and the low front end allows you to really duck and dive through bends.

Going uphill and performance is generally good. The choice of chainset and cassette offers a good range of gearing for all terrains, but the heavy wheelset acts like an anchor on steeper gradients.

On longer training rides initially, the ride was slightly harsh, perhaps down to the 23mm tyres and upright seatpost. However, a quick swap for a pair of 25mm tyres improved this no end.

#### Value

There's no avoiding the fact that seven grand is a hell of a lot to spend on a bike. Yes, the S5's exceptional frame delivers uncompromising performance, and the Shimano Dura-Ace Di2 that comes with it is probably the best groupset that money can buy, but the wheelset is a real let down and forces you into a particular type of riding if you're to get the most out of the excellent frame.

## Verdict

If you're after cycling's equivalent of a Lamborghini, then look no further than the Cervélo S5. This is a bike that is at its best when it's ridden aggressively, and you feel a little guilty if you ride it in any other way. Get the S5 up to speed and it requires remarkably little effort to stay there, eating up flat and rolling roads, and flying through corners and down descents thanks to the improved front end.

That said, like a Lamborghini, this performance comes at the expense of practicality, with the handlebars being the prime offender, effectively preventing you riding this bike after dark or positioning your Garmin in place

without a custom mount. The wheels are also disappointing, especially when compared to the frame, and it would've perhaps been wiser for Cervélo to knock a bit off the price and equip it with a cheaper wheelset, allowing the customer to choose their own set of race wheels. That said if I were to spend 7K on a bike, the S5 would certainly be towards to top of my list.

# 8

#### For

- Great frame
- Impressive handling
- Top-notch groupset

#### Against

- Impractical
- Poor wheel choice

# Aero jerseys

**Oliver Bridgewood**  
rates five of the best  
wind-cheating jerseys  
on fit and function

## What

Aero jerseys are tighter and closer-fitting than standard jerseys, yet offer greater practicality than a skinsuit. Their tailoring is designed to minimise bunching, particularly on the chest and shoulders. Special fabrics are used, and surfaces are designed to smooth airflow further. The tailoring is generally best suited to those with a cyclist's build.

## Why

When you ride on the flat, typically 70-80 per cent of your energy is spent overcoming wind resistance and drag. On average, 80 per cent of that drag is created by you, with the remaining 20 per cent from your bike. Often the temptation is to splash the cash on an aero frame or bling, deep-section wheels, but these give nowhere near the bang for your buck of a tight-fitting jersey. In real terms, based on claimed wattage savings, the average rider who dons an aero jersey would save 5-10 minutes on a Grand Fondo or century ride.

## How

I've ridden in these jerseys on Sunday rides, races and up *hors catégorie* climbs, riding in the UK, France, Italy and Spain, in a variety of weather conditions. Manufacturers' wind tunnel claims aside, the fit gives a good indication of aero efficiency. *CW* has weighed all the jerseys. For sizing reference, I am 6ft 1in and I weigh 68kg.

## HOW WE SCORE

- 10 - Superb, best in its class and we couldn't fault it.
- 9 - Excellent, a slight change and it would be perfect
- 8 - Brilliant, we'd happily buy it
- 7 - Solid, but there's better out there
- 6 - Pretty good, but not quite hitting the mark
- 5 - OK, nothing wrong with it, but nothing special
- 4 - A few niggles let this down
- 3 - Disappointing
- 2 - Poor, approach with caution
- 1 - Terrible. Do not buy this product

## Castelli Aero Race 5.0 £100

Castelli has been at the forefront of the aerodynamic clothing revolution through its involvement with the Cervélo Test and Garmin teams. For 2015, the fifth iteration of the Aero Race jersey is claimed to be 12 watts faster than the 2013 equivalent. That said, the fit was not perfect on me. I tried this jersey in three sizes, with a large providing the optimum fit. That said, it may be worth opting for a size larger than you normally would in the Aero Race 5.0.

The fit was good, but I feel it could be better, as I experienced some slight bunching on the tummy and some slight fabric flap around the shoulders, which can only be detrimental to aerodynamics. By comparison, the Santini Photon is tighter in these areas.

The three rear pockets work well and are an ideal depth. Castelli has included a 'compression band' around the hem that does an excellent job of keeping the jersey in place and stops it riding up.

At just 99g, it is impressively light, especially when you consider that the Rapha climber's jersey is 116g. On hot days, the lightness of the fabric and its breathability really comes to the fore.

I am not sold on the styling in the current version, with the luminous torso inviting opprobrious comments such as "alright Tron" on club runs. This is of course subjective; not everyone minds being asked, "Why are you not riding your lightcycle today?" and there are other colour options available.

Weight  
**99**  
grams  
(large)

Contact: [www.saddleback.co.uk](http://www.saddleback.co.uk)  
Sizes S-3XL  
Colours white, grey, black, custom



## Santini Photon £109.99 short-sleeved £119.99 three-quarter

Designed in conjunction with the LottoNL Jumbo Pro team, the Santini Photon is available in three-quarter length and short-sleeved. The three-quarter-length sleeves offer greater protection from the sun and may be slightly more aero.

Santini has played it safe with the styling. This jersey is not visually exciting; in fact, it's a little boring, though it doesn't look bad and it's highly functional. Having slogged up the Col de la Madone in 30°C wearing the Photon, I was impressed with the breathability, lightness and anti-bacterial properties, which seemed to lessen the pain.

The jersey features three rear pockets: the two side-pockets are shallower at the edge, for easier access. The middle pocket, which is narrower, was quite difficult to access and not the most versatile, but we suspect this is a trade-off in the pursuit of aerodynamics.

Being the second-lightest on test, the Photon features some very thin and lightweight Artico fabric. The material around the pockets did not stand up well to pinning on race numbers — something to consider if you are considering Santini kit for your team.

Where the Photon excels is fit; it's the closest-fitting on test, with no bunching, well-tensioned fit on the shoulders, with no fabric flapping speed. The fit of side panels is impressive too. I did experience some riding-up of the rear hem, but only slight.

Weight  
**123**  
grams  
(medium)

Contact: [www.fisheroutdoor.co.uk](http://www.fisheroutdoor.co.uk)  
Sizes: S-4XL  
Colours: blue or red and custom





## Pearl Izumi Pro Ltd Speed £89.99

This is the same jersey as worn by the BMC pro team, and was recently worn by Philippe Gilbert en route to his two brilliant stage victories in the 2015 Giro d'Italia. The lowest-priced jersey, this is arguably the best value on test.

Featuring PRO Aero fabric in key leading edges and an anatomical sleeve construction, this jersey fits very well on the shoulders, sides and back, with minimal creasing. Some slight creasing and bunching was experienced on the chest, suggesting it may not be as aero as the Santini Photon in this particular area.

Having used the Pro Ltd Speed jersey for a three months, after multiple washes, it has lost some elasticity around the arm cuffs and neck, resulting in a slightly looser fit, so some marks are lost with regards to durability.

Other technical features include a full-length zipper, elasticised back-gripper, and three rear pockets with a hidden sweat-proof pocket. The gripper works well — I experienced no riding-up of the rear hem.

The jersey is only available in the colours shown, with matching shorts also available. Though styling is subjective, personally I liked the way this kit looked. The added thickness of the material is noticeably warmer than the Castelli and Santini aero jerseys, but it is by no means a deal-breaker; I didn't overheat while wearing it. Climbing Sa Calobra in 25°C heat was comfortable, with the 'cool black' fabric appearing to do its job.

**Weight**  
**172**  
**grams**  
**(medium)**

**8**

**Contact:** [www.madison.co.uk](http://www.madison.co.uk)  
**Sizes:** S-XXL  
**Colours:** as shown



## Mavic CXR Ultimate Jersey £145 long-sleeved £138 short-sleeved

Mavic launched its CXR Ultimate shorts and jersey earlier this year, claiming that the jersey offers the "lowest aerodynamic drag ever measured on a cycling top". The wind-cheating prowess is said to be down to a bonded membrane, which offers very low aerodynamic drag owing to its high air impermeability. Technical fabrics with micro-pores offer breathability in less crucially aerodynamic areas. It works — the jersey is comfortable in warm conditions, offering a good degree of breathability and sweat-wicking.

Although the fabrics used may offer a really low drag coefficient, the CXR Ultimate's poor fit diminishes the potential gains. I found the cut on the shoulders to be too loose, resulting in considerable buffeting when riding on the drops. There was some loose material on the upper arms and bunching on the chest too. Long-term use has been impressive, with the jersey holding up well to multiple washes over a four-month period.

Mavic CXR kit consistently sizes small. I normally wear a medium, but small offers the optimum fit for me in this.

There are four pockets, one zipped. This may be the heaviest jersey on test, but bear in mind our sample was long-sleeved. Short sleeved version also available.

**Weight**  
**212**  
**grams**  
**(small)**

**7**

**Contact:** [www.mavic.co.uk](http://www.mavic.co.uk)  
**Sizes:** XS-3XL  
**Colours:** black or yellow



## Sportful R&D Speedskin £90

Sportful is rightly proud of its long-standing partnership with Tinkoff-Saxo, which we've seen pay off with other superb pieces of clothing from the company's BodyFit and R&D ranges — and now this Speedskin jersey.

Sportful claims that this jersey will save you 20 watts when riding at 50kph. With no wind tunnel to put this to the test, I'm just going to have to take the company's word for it, although I did feel that the fit could have been slightly better to improve aerodynamics further. The front panel sagged a little, with mild flapping at the shoulders.

However, as an aero jersey to live with, the Speedskin is excellent. Unlike the Pearl Izumi, breathability is excellent; the shoulder panels are made from a dense mesh, while the back is constructed from a more open material to allow hot air to escape.

The three good-sized rear pockets provide as much storage space as you'd expect from a normal cycling jersey; I was able to stash away enough provisions for long sunny outings.

I was also impressed by the range of sizes on offer, with seven different options to make you aero whatever your body shape. However, Sportful kit in general comes up quite small, so try before you buy.

My only concern was with the durability of the sleeves, which are a little rough around the edges and look prone to ripping, though I didn't have any problems during my test period.

**Weight**  
**135**  
**grams**  
**(large)**

**8**

**Contact:** [www.c3products.com](http://www.c3products.com)  
**Sizes:** XS – 3XL  
**Colours:** blue, black



# FITNESS

## How do I... Treat road rash?

We ask a Team Sky medic how best to manage and mend crash-damaged skin

Words: Vicky Ware

**U**nfortunately, if you ride enough, crashing is almost inevitable. The result is often lost skin where you have slid along the road. After suffering road rash, you'll suffer a barrage of conflicting advice on how best to deal with the injury. Getting stuck to your bed sheets isn't fun, so what's the best way to heal road rash?

Team Sky's head of medical practice, Dr Richard Usher, spoke to us about how pro cyclists deal with losing skin. Checking the rider isn't more seriously hurt comes first. "You must check that there are no other injuries, stop any bleeding and temporarily cover the road rash until the wounds can be properly cleaned and dressed," Usher advises.

When it comes to cleaning road rash, further pain may be on the agenda. Sliding along dirty road surfaces results in grit being embedded in the cuts, but is scrubbing necessary?

"Yes, you need to remove any obvious road gravel and stones and then scrub the wound with iodine, betadine or normal saline — so long as you're not allergic," Usher adds. If you watch

any Grand Tour, you'll probably have seen a pro rider trussed up in bandages to cover road rash, but what dressings do the pros use? Usher says, "We use a variety of dressings containing alginate and silver, all supplied by Systagenix." Alginate dressings contain derivatives of algae and are used on wounds that ooze liquid.

As the dressing gets wet, it slowly forms a gel and absorbs liquid from the abrasion. Silver is anti-bacterial so will stop bacterial growth in the dressing and possible infection. Usher advises, "Best practice is to keep the wound covered for at least 24 hours. An iodine gauze will help to keep the wound clean."

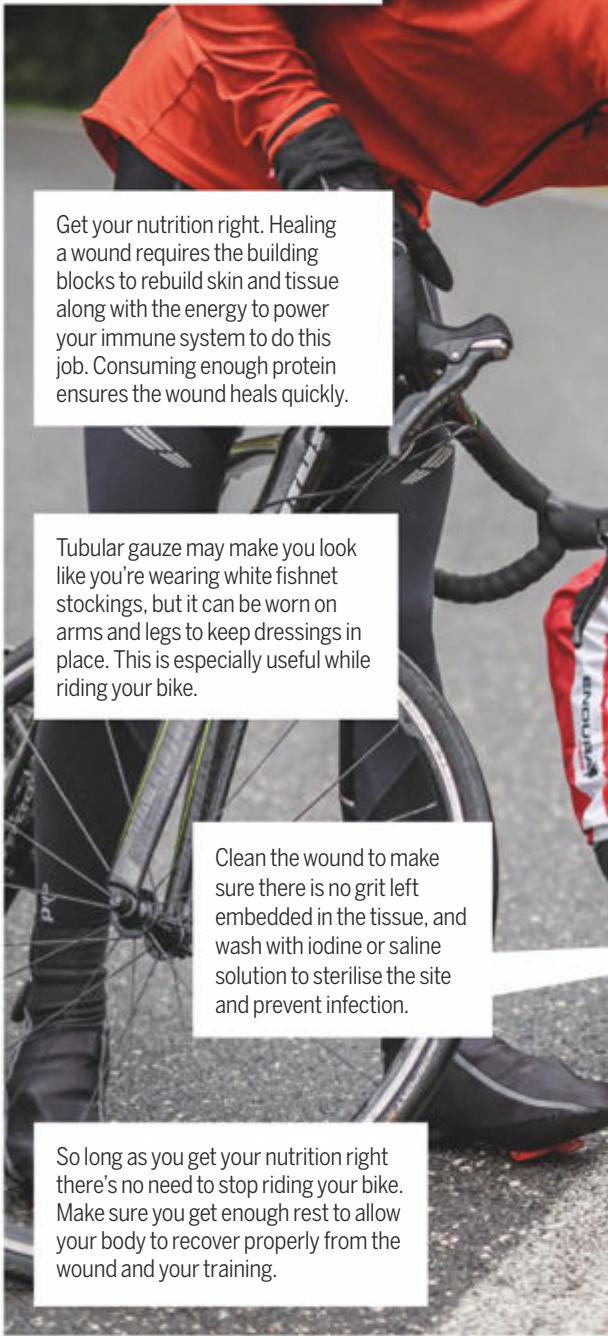
Training takes its toll on your body, as does healing from injury. Inadequate recovery — poor nutrition, insufficient rest — may inhibit healing, as it deprives the body of essential building blocks for tissue repair: "Wounds can lose protein and require adequate

nutrition for healing, so maintaining a good protein intake while healing is important."

The good news is that gravel rash need not keep you off the bike for long, "so long as you observe the above guidelines," concludes Usher.

### Essential points

- Check for more serious injuries
- Stop the bleeding
- Scrub the wound clean
- Cover for 24 hours
- Consume protein for recovery
- Keep riding



Get your nutrition right. Healing a wound requires the building blocks to rebuild skin and tissue along with the energy to power your immune system to do this job. Consuming enough protein ensures the wound heals quickly.

Tubular gauze may make you look like you're wearing white fishnet stockings, but it can be worn on arms and legs to keep dressings in place. This is especially useful while riding your bike.

Clean the wound to make sure there is no grit left embedded in the tissue, and wash with iodine or saline solution to sterilise the site and prevent infection.

So long as you get your nutrition right there's no need to stop riding your bike. Make sure you get enough rest to allow your body to recover properly from the wound and your training.

### YOU SAY

Irrigate with plenty of warm water. Germolene and dressing for first 24-48 hours then uncover.

*Richard Asgrew*

The worst one I had was grazing my chest. I thought I'd cut my nipple off. That *really* hurts — so sensitive!  
*Mark Middleton*





Keeping the wound moist may promote scar-free healing. Research shows scab formation protects from infection but impedes new skin formation. A soft scab allows quicker skin growth; just keep it covered to prevent infection.

Cover the wound for at least 24 hours to ensure it is kept clean to prevent infection.

Alginate dressing will keep the road rash moist and promote healing while helping to prevent infection. If you're unlucky enough to lose large areas of skin, more than one dressing may be required.

Hydrocolloid dressings work well.

**Alan Fretton**

Don't let it dry out; change dressings regularly.

**Jon Duncckley**

Hot baths to wash out the grit and pus. Only bandage when 'gooey' or fresh, on the bike or sleeping.

**Sam Birkinshaw**

Wash and clean with warm water and cotton wool then apply a gauze dressing and wrap.

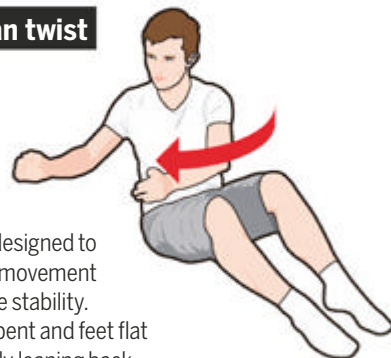
**Jason Shiner**

## Things to do this week

### Try a Russian twist

This works on movement and strength of the sidewalls of the abdominal muscles and obliques, and is designed to build strength in movement and enhance core stability.

1. Sit with knees bent and feet flat on the floor, slowly leaning back from the hip until you feel your abs tighten.
2. Rotate your hands to the left, holding hips square, then return to centre; repeat on the other side.
3. Keep your back straight and avoid rounding your shoulders as your head follows the line of rotation.



### Do an all-day ride

June, with its long days and short nights, is a great time for an all-day ride. Riding all day is great fun, but it does take some preparation in terms of training and nutrition. Firstly, make sure you're fit enough. This comes from spending time in the saddle and racking up miles in your legs over several weeks. Secondly, ensure you have enough fuel in your jersey pockets, as well as planned pit stops, to feed your muscles. More often than not, it's a lack of fuel rather than a lack of fitness that makes you stop. Research states that athletes should consume 30g to 65g of carbohydrates per hour to replenish muscle glycogen levels.

### Drink CNP Hydro Tabs

As the sun begins to shine and temperatures soar (sort of), it's important to stay on top of your hydration. While the body sweats even in the coldest of temperatures, it loses significantly more fluid in warmer conditions. These fluids need to be replaced, otherwise you will dehydrate, which may have an impact on your performance. In severe cases, your health may suffer.

CNP's Hydro Tabs are virtually calorie-free, have zero sugar and contain all the essential electrolytes (body salts) that will help the body function optimally while maintaining core temperature. Each tab (10 per tube) dissolves very well in water, and tastes great. Perfect for staying topped up on long summer rides.

[www.cnpprofessional.co.uk](http://www.cnpprofessional.co.uk) £5



# Cycling and the immune system

Training hard should make you perform better on the bike — but could a tough session actually compromise your immune system, leaving you vulnerable to other problems?

Words: George Winter  
Photos: Jesse Wild





**O**ne of the sayings inscribed over the ancient Greek Oracle at Delphi is 'nothing in excess', a phrase that has woven itself into present-day life as 'moderation in all things'. Clearly, the Ancient Greeks were unfamiliar with the concept of training hard on a bike.

It's fair to say that if you train moderately, you'll perform moderately too, whereas if you train hard you'll perform better. When you undertake physical exercise you're undergoing a form of physical stress, and studies have shown that our hormonal and immune systems respond to strenuous exercise in a similar way to surgery, trauma or burns. As Professor Tim Noakes, of exercise and sports science at the University of Cape Town, South Africa, explains in his book *Lore of Running* mild exercise prompts the immune system to:

- Release a protein called endogenous pyrogen, which increases the body's temperature, making it more hostile to invading bugs.
- Produce more interferon, a protein that is active against viruses.
- Increase the activity of 'killer' white blood cells.

The combined effect of these proteins and cells is to reduce the risk of an athlete developing an infection. Noakes writes: "This gives rise to the concept that mild to moderate levels of physical activity enhance immunity, whereas high levels of training and competitive stress increase the risk of infection."

### Strenuous exercise

Undertaking moderate exercise confers well-documented health benefits, not least on the immune system. But the fact remains that if you want to improve competitive endurance performance, you'll need to do some intense, strenuous training. This, however, may crank up the production of stress hormones and other proteins that may, in turn, temporarily upset the immune system.

In the early 2000s there was little data on immune cell function after the prolonged rides that are typical of road cycling training sessions. During such sessions cyclists commonly spend about 80 per cent of their training time below 65 per cent maximal oxygen uptake. But in 2005 a team of German researchers led by Dr Jürgen Scharhag published

a report in the *British Journal of Sports Medicine* entitled 'Does prolonged cycling of moderate intensity affect immune cell function?' They investigated the immune function of 12 competitive male cyclists who completed four hours of cycling at a constant intensity of 70 per cent of their individual anaerobic threshold, and concluded: "The influence of a single typical road cycling training session on the immune system is only moderate and appears to be safe from an immunological point of view."

So how might the effects of strenuous exercise on the immune systems of cyclists compare to runners? Last year, American researchers published a report on 'Immune and inflammation responses to a three-day period of intensified running versus cycling'. Writing in the journal *Brain, Behaviour and Immunity* they described their comparison of inflammation, muscle damage and soreness and innate immune function responses in 13

experienced long-distance runners and 22 experienced cyclists. They concluded: "A three-day period of functional overreaching results in substantially more muscle damage and soreness, and systemic inflammation in runners compared to cyclists." The innate immune responses of both groups, however, were similar.

### Protective saliva

It is known that regular, intense endurance-based training is associated with self-reported, upper respiratory tract infections (URTIs) in elite athletes, so research interest has focused on the role played by the immune system in protecting against the bugs causing them. The first line of defence against invading bacteria, viruses and fungi is a group of proteins found in saliva. The concentrations of these salivary antimicrobial proteins (sAMPS) are reduced when there is ongoing URTIs and mouth infections, so it's of interest to determine their role among hard-training cyclists.

A joint British/American study published recently in the *European Journal of Applied Physiology* investigated how "fitness level impacts salivary

antimicrobial protein responses to a single bout of cycling exercise". The researchers compared the sAMP responses to various exercising workloads of nine highly fit, experienced cyclists with eight less fit, experienced cyclists.

■ The study showed for the first time that fitness influences sAMP response to acute exercise.

■ A single bout of exercise increases the concentration and/or secretion of certain sAMPS.

■ Fitness was a major influence on the sAMP response to a single bout of exercise, with highly fit cyclists producing greater post-exercise increases in sAMPS.

■ The concentrations of sAMPS for all participants were within normal, healthy ranges.

The authors also suggested that hydration may be an important factor in maintaining mucosal immune integrity.

Researchers at Loughborough University have investigated the

## "Intense exercise may crank up the production of harmful stress hormones"

relationship between hydration and sAMPS in 10 healthy, male recreational cyclists. Dr Sophie Killer, performance nutritionist at British Athletics, was lead author of the study, entitled 'The influence of hydration status during

prolonged endurance exercise on salivary antimicrobial proteins' and recently published in the *European Journal of Applied Physiology*.

"Our study aimed to understand the effects of low level dehydration [pre-exercise], which is not uncommon in athletes, on mucosal immunity — the first line of defence of the immune system — during and immediately after two hours of cycling," Killer explained to *Cycling Weekly*.

"Our study aimed to understand the effects of low level dehydration. We found that despite producing less saliva when mildly dehydrated during exercise, mucosal immune function was not significantly affected, and the small changes we did observe returned to normal when the athletes were rehydrated after exercise."

Dr Killer advised: "Rehydration after exercise is important for both physiological and immunological recovery for endurance athletes."

## Eating, drinking and the immune system

It's clear that prolonged, intense exercise causes transient stress, inflammation and immune dysfunction. A recent approach to addressing this effect has seen a rise in research into so-called immunonutrition.

Intense exercise induces an increase in stress hormones, which in turn are responsible for increased concentrations of the protein interleukin-6 (IL-6) and increased numbers of white blood cells, called leukocytosis. Generally speaking, the more strenuous the exercise the greater the concentrations of IL-6 and white blood cells in the blood. So to what extent is the immune system of an endurance athlete influenced by what he or she eats and drinks?

In an American study published in the *Journal of Strength and Conditioning Research* researchers examined the influence of one 500ml serving of the energy drink Red Bull on endurance performance, IL-6 concentrations and white blood cell recruitment during a laboratory-based 25-mile simulated cycle road race.

Eleven recreational cyclists were recruited to this randomised, blinded study, and 50 minutes before the simulated road race they were given either Red Bull, or a cola drink with the same carbohydrate and caffeine content of Red Bull, but none of the other ingredients, or flavoured sparkling water.

The researchers had expected that the Red Bull and cola drinks would both improve performance and reduce IL-6 concentrations and leukocytosis, compared with the flavoured water. But the title of the study shows how wrong they were: 'Pre-exercise energy drink consumption does not improve endurance cycling performance but increases lactate, monocyte and interleukin-6 response'. In fact, both Red Bull and the cola drink evoked higher IL-6 and circulating white blood cell concentrations, compared to flavoured water.

The researchers had also expected that the extra ingredients in the Red Bull energy drink — taurine, glucuronolactone and B vitamins — would have reduced the exercise-induced inflammatory response when compared with the cola drink. In fact, it appears that the extra ingredients had the opposite effect.

In addition, neither Red Bull nor the cola drink significantly improved



performance, which agrees with some studies but contradicts others.

This was the first ever study to examine immune-related responses to energy drink consumption, and the authors advise coaches and sports medicine personnel to give due consideration to "recommended carbohydrate and caffeine doses, consumption timing before competition, and remember that energy drinks contain a significant glucose load".

In recent times, there has been slightly less emphasis on research into sports drinks and more research on the effects of water combined with

other food products. For example, one study of 14 trained cyclists showed that a combination of bananas and water compared well with a commercial sports drink over a 75km cycle ride; and

another investigation found that: "Exercise-induced inflammation, oxidative stress, and changes in innate immune function were also comparable between banana and sports drink trials, and at attenuated levels during recovery when

compared to previous water-only trials that we have conducted."

Those trials were carried out by Dr David C Nieman — of North Carolina's Appalachian State University in the

**"Sleep is arguably the single most important thing we do every day for our health"**





United States — and colleagues, who recently reported in the journal *PLOS One* on the ‘Influence of pistachios on performance and exercise-induced inflammation, oxidative stress, immune dysfunction and metabolite shifts in cyclists: a randomised, crossover trial’. Pistachio nuts (480kcal per three ounce serving) are an excellent source of water and fat-soluble antioxidants, and they’ve been associated with reductions in oxidative stress and inflammation in community trials. But would pistachios counteract exercise-induced inflammation and oxidative stress in cyclists?

Nieman’s team recruited 19 trained cyclists, who participated in two 75km time trials after two weeks of either pistachio supplementation or no pistachio supplementation. The researchers expected that eating 85g of pistachio nuts

a day for a fortnight before the time trial would improve performance, and reduce inflammation, oxidative stress and immune dysfunction.

In fact, those who had eaten pistachios had time trial performances that were 4.8 per cent *worse* than those who had not eaten pistachios. Why? Tests showed that the sugar raffinose was found in the blood of those cyclists who had eaten the pistachios every day for a fortnight. The authors speculate that raffinose causes a white blood cell toxin to accumulate, which may, in turn, adversely affect the energy-producing capacity of certain cells. The authors suggest that these results call into question the practice of eating foods high in raffinose — such as Jerusalem artichokes, lima beans, dried lentils — before long-duration, intense exercise.

A UK study recently published online in the *Scandinavian Journal of Medicine & Science in Sports* investigated the ‘Influence of four weeks of bovine colostrum supplementation on neutrophil and mucosal immune responses to prolonged cycling’. Bovine colostrum is the initial milk produced by a cow in the first few days after giving birth. Neutrophils are critical to the body’s immune response to infection, and are the most abundant white blood cell.

In this randomised, double blind study, 20 healthy cyclists were assigned either to a group consuming 20g of colostrum per day for four weeks, or a placebo group. Blood and saliva samples were taken before and after 2.5 hours of cycling, and the results demonstrated — for the first time — that colostrum supplementation better preserves certain aspects of the neutrophil response following prolonged exercise. However, colostrum supplementation had no effect on other measures of innate and mucosal immunity.

Interestingly, in a previous study the researchers demonstrated that colostrum supplementation reduced the number of bacteria in the saliva of physically active males when they were resting during the winter months.

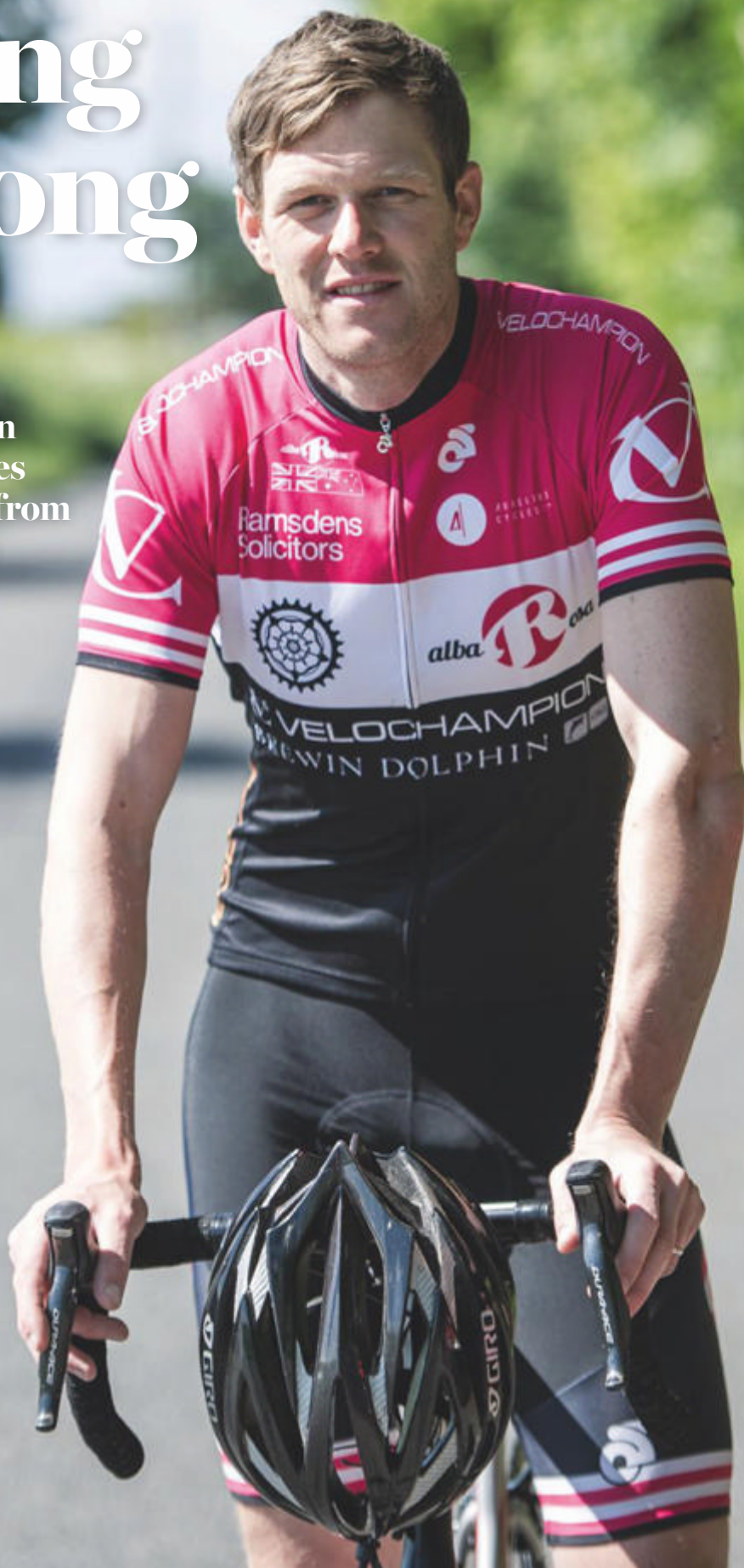
### **A good night’s sleep**

Training hard is bound to exert a toll on the body, and that includes the immune system. However, while certain drinks and foods — as we have seen — may not always have the desired immune-boosting effect, other factors can help. For example, healthy eating should be the norm for everyone, not only cyclists; alcohol is no great friend of the immune system; and then there is sleep, too.

Dr Kirstie Anderson of Newcastle-upon-Tyne’s Royal Victoria Infirmary is a consultant neurologist and one of Europe’s leading sleep experts. She said: “Sleep is arguably the single most important thing we do every day for normal physical and mental health, and we’re all sleeping about one hour less than our counterparts did in the 1950s. Sleep is vital for normal immune function, recovery of muscle damage, normal cell division, memory, normal mental health, and temperature regulation alongside weight and appetite. These things all deteriorate rapidly if we don’t sleep properly for more than a few days.” ■

# Taking the long view

CW meets the man who rode 150 miles just five years on from a near-fatal crash





Simon Schofield

**“**I’ve never told anyone this before,” says Adrian Heaton, “but as I crossed the finish line I got very emotional and I shed a few tears.”

The finish line was in Whitby on a coast-to-coast sportive that set out from Seascale and covered 150 miles with 4,000m of climbing, including the notorious Hardknott Pass. Heaton was emotional not only owing to the undeniable achievement, but also because five years earlier he had been hit by a bus, with devastating consequences.

“I was in the best shape of my life when it happened. I was doing 200 miles a week, I’d lost 10 kilos and I was going really well,” recalls 33-year-old Heaton.

Returning from a training ride in the Yorkshire Dales, a bus turned left and sent him flying. He knew immediately it was serious. “I couldn’t feel my legs. I couldn’t move and I was in a lot of pain. I remember trying very hard to focus on staying conscious and trying to breathe.”

The injury list was horrific: a collapsed lung, five broken ribs, a smashed collarbone, both shoulder blades broken, ruptured muscles in the upper body, torn ligaments in the knees and a severe haemorrhage in the thigh. Heaton spent 10 days in hospital with spells in two high-dependency units. He was off work for almost three months.

But he immediately began to set goals. “Within about a week, I was already looking forward to getting back on the bike. And it was while in hospital that I set the goal of a coast-to-coast ride.”

His first goals, however, were pedestrian — literally. He had to work up to short walks.

“I had been pretty banged up. The doctors said my good physical shape helped me survive and would help me recover,” says Heaton. But it was the start of a long haul back to fitness and a painful rehabilitation.

Heaton embarked on 18 months of intensive physiotherapy. “It was difficult and painful and I had to force myself to exercise.”

Around four months after the accident, he was back on a bike. At first it was very gentle spinning on an exercise bike, then 10-mile off-road trips on a mountain bike. It didn’t take long to get back on a road bike, but he didn’t have the strength to ride longer distances.

“I found it really hard and very frustrating. One of the worse consequences was a loss of muscle mass. I had lost so much strength.”

### Rebuilding power

“I ate really healthy food and didn’t put any weight back on. My body desperately needed to repair itself, so I made sure I had a very wholesome diet and I didn’t drink alcohol at all.”

The following winter Heaton worked on building strength, prioritising gym sessions to regain the lost muscle mass. He combined this with spin classes and turbo sessions at home.

His next few goals were short to medium distance sportives of 50 and 60 miles. “I had setbacks. I would push too hard and get an injury.

“But making goals achievable without them being too easy was the key. I also got a lot of support from fellow riders and

### How it worked for me

The lessons Heaton learned during five years of rehab apply to coming back from much less serious injuries.

■ Set a series of increasingly difficult goals: “For me each success was a platform I could use to build up to the next goal.”

■ Make friends with your physio: “I had to do the physio if I was going to recover so getting on with them was essential.”

■ Surround yourself with mixed ability cyclists: “Joining a club was perfect for this. Because I was up and down in my rehab, I would always have someone to ride with depending on how good I felt.”

■ Play the long game: “You have to accept that it’s going to take a long time. If the professionals say six months, they mean six months, not six weeks. They’ve seen it before.”

■ Be compliant and obedient: “You have to learn not to listen to your instincts. Do what you’re told, not what you think you can do.”

physiotherapists.”

Heaton kept training simple. “I wasn’t interested in a power meter or even a heart-rate monitor. I had a Garmin but mainly I just looked at average speed.

“If the goal was a hilly sportive, I trained by riding as many hills as I could manage. If the next goal was a longer ride, I’d gradually increase the distance in training.”

Heaton’s conviction that, despite everything, he’d been lucky spurred him on. “It could have been so much worse. I could have been paralysed or I may

not have even survived.

“Getting back on the bike after the accident also brought back the reasons I have always loved cycling since I was a kid. It’s about freedom, enjoyment and getting places under your own steam.”

Heaton continued to progress. Three years after the accident, he joined a club. The camaraderie, competition and support from fellow riders built his fitness up to another level. One goal he kept to himself — to ride coast-to-coast in a day.

“It seemed such a big thing I couldn’t share it. It was intensely personal.”

The day dawned. It was five years after the fateful day that could easily have had a far worse outcome.

“I rode in a small group of three. The other riders said I seemed so motivated to do it I looked like a machine.

“I was just so pumped up. The target was merely finishing, but I was so motivated that I don’t think anything — even Hardknott Pass — was going to get in my way.

“The last few miles were very, very emotional. It was the end of a really long and hard rehab journey.

“I’d been able to walk away from an accident that could have killed me or could have changed my life forever.” ■

## Set goals and train specifically

Adrian Heaton’s story shows that you don’t need the latest fancy gadgets to rise to a huge fitness challenge.

He used two very simple techniques that any cyclist can deploy, either recovering from an injury or illness or simply to get stronger.

The first is specificity. In plain terms, train

for the goal you’ve set by making sure most of your rides are similar to your goal ride. If it’s long, gradually increase distance. If it’s hilly, ride more hills. It’s not complicated.

The second is goal-setting. This is self-explanatory but the key is to make the next goal a bit harder than the last goal.

# A sound way to monitor your muscles

## New ultrasound technology to help check muscle glycogen levels

Andrew Hamilton

Even a small carbohydrate shortfall can leave you feeling tired and leaden, which is why it's vital to keep your levels of muscle glycogen (stored carbohydrate) as high as possible. However, monitoring your muscle glycogen status isn't easy, as it requires a trip to a lab to undergo a painful muscle biopsy — not something that is practical or affordable for most cyclists. Yet that may be about to change thanks to new developments in ultrasound technology, that have been outlined in a newly published study.

Researchers wanted to see how accurate and reliable ultrasound imaging was for non-invasive measurement of muscle glycogen. Twenty cyclists rode a 75km time trial in the lab, maintaining an average power output of just under 200 watts. Before and after the time trial researchers measured the muscle glycogen

content of the vastus lateralis (the muscle of the outer thigh), using two methods: direct measurement via biopsy or three measuring scans from a high resolution GE LOGIQ-e ultrasound machine.

### Cherry on top

The biopsy results showed that muscle glycogen levels decreased by an average of 77.2 per cent, decreasing from around 92mmol per kilo of muscle before the time trial to 21mmol per kilo afterwards. When the researchers compared the three scan results from the ultrasound machine to the direct measurement via biopsy, they found a very high correlation between the two results — i.e. the ultrasound scan figures were in close agreement with the biopsy result across the 20 cyclists. These machines cost about £12,000 and, as such, are not widely used, but expect this to change in future.

*BMC Sports Sci Med Rehabil.*  
2015 Apr 18:7:9



Great for...

pre or post-ride meal

# Bean casserole

**T**his rustic, Mexican style stew with fresh sprouting beans, plenty of vegetables as well as a hint of spice provides an abundance of both carbohydrates and protein. It's a great meal to have at lunch to fuel your evening ride, or to help rebuild and repair the body once you have got home.

### METHOD

1. Heat the oil in a large saucepan.
2. Add the onions and cook until softened.
3. If necessary, add a splash of water to stop the onions from sticking.
4. Stir in garlic, spices, celery and peppers. Cook for 2-3 minutes.
5. Stir in the courgettes, tomatoes and beans. Season with black pepper.
6. Cover and cook for 30 minutes, stirring from time to time. Taste and season.
7. Divide the casserole between four bowls, add a dollop of natural yoghurt, a sprinkle of cheese and coriander leaves.

### NUTRITION PER SERVING:

**416**  
kcalories

**74g**  
carbohydrates

**18.75g**  
protein

**5g**  
fat

**14g**  
fibre





### INGREDIENTS

- 1-2tbsp olive oil
- 2 red onions, roughly chopped
- 3-4 garlic cloves, finely chopped
- 1 tsp ground cumin
- 1 tsp paprika
- 1 tsp ground coriander
- Pinch of cayenne
- 3 sticks of celery, roughly sliced
- 2 small red peppers, roughly chopped
- 2 courgettes, cut into chunks
- 2x400g cans tomatoes

- 1x410g flageolet beans
- 100g fresh mixed bean sprouts, e.g. chickpea, mung beans lentil
- Freshly ground black pepper

### TO SERVE

- Natural yoghurt
- Grated cheddar or crumbled feta
- Few sprigs of coriander leaves, picked
- Cooked brown rice or toasted wholemeal pitas

## TAKE HOME TRAINING SESSION

### Be race ready with threshold training

Ensure you can react to any situation in a race with this training plan, focused on intense threshold sessions

The ability to ride above your threshold level during a race can be crucial as to whether you are able to remain strong throughout the entirety of the distance or 'crash' in the most vital moments. This session focuses on the threshold efforts required.

During races, your physical state will go through ups and downs, whether this be responding to an increase in pace or dictating the race yourself.

By replicating a race situation you can improve your ability to recover from high

**Time taken: 90min**

intensity efforts. Maintaining the same threshold levels during both phases of the workout is crucial to getting the most out of the session. 'Under' (Z2) efforts should be 90 per cent of a rider's threshold and 'over' (Z4) efforts should be 110 per cent of a rider's threshold. Going above and below these threshold limits defeats the object of the workout, despite how strong you may feel earlier during the session. Pacing and patience is key here.

Time (minutes)	Zone
0-5	1
5-6	2
6-7	4
7-8	2
8-9	4
9-10	2
10-11	4
11-12	2
12-13	4
13-14	2
14-15	4

Repeat this 10-minute block four times with active recovery between each set, before concluding with a cool down.

Effort	You can	It feels like you're...	Use it for...	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grun and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+



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# Severn Bridge Sportive

CW  
Difficulty  
rating:  
4/10

This  
year's  
event:  
Aug 30







**66  
miles**

**800  
metres  
ascent**

## Famous landmarks and huge estuary views make this a ride to remember

David Else

**L**inking two famous West Country landmarks, you'll push out over the Jurassic outcrop of the Cotswold escarpment drawing ever closer to the sportive's namesake: the Severn Bridge. With the best seat in the house, from which to gaze over the River Wye and Severn, you'll soon be across the border and into Wales.

We've ridden previous editions of the

### Where is it?

The Seven Bridge Sportive starts and finishes at Castle Combe Circuit near the famous Cotswold village of the same name. Although best known for motor racing, it's also a major venue for cycle events. You'll then travel along the Cotswold Escarpment, north of Bath, before crossing the River Severn in to Wales.

### Why ride it?

The short option (66 miles) is ideal for sportive first-timers, as it has a scenic route with no killer climbs. Those looking for a challenge can tackle the long option (101 miles) through Wales, which includes plenty of hills. Kids and non-riders are catered for too at the Family Cycling Day. And for the nostalgic there's also a vintage bike display.

### History

This event is now in its sixth year. The original route crossed the Severn Bridge then returned via Gloucester. Later it was adjusted so all riders crossed the bridge twice. This proved popular and the 'double crossing' has remained an event highlight ever since. For 2015 the official charity partner is Help for Heroes.



### How to enter

Online entries are via [www.severnbridgesportive.co.uk](http://www.severnbridgesportive.co.uk) Entry for both the long (101 miles) and short (66 miles) routes costs £29. You can also get information about the Family Cycling Day; all children's events are free of charge.

### Getting there

Castle Combe Circuit is easy to reach by road via the M4 (junction 18 if you're coming from the west, junction 17 from the east). Follow the brown tourist signs to reach the circuit, and when you're near follow signs to the competitors' entrance.

### Places to stay

This part of the Cotswolds has plenty of places to stay. Nearest is the luxury Castle Combe Manor House Hotel. B&B options include Fosse Farmhouse and Thorngrove Cottage. There's also a Travelodge at the nearby Leigh Delamere services on the M4.

### Places to eat

The Tavern at Castle Combe Circuit serves hot food and drinks throughout the day. Nearby pubs serving food include the Bell in Yatton Keynell, the White Hart and the Castle in Castle Combe village.

### Local bike shop

In nearby Chippenham there's Cyclopedia Bikes — they will also have a stall at the sportive.



Severn Bridge Sportive, and the course has been tweaked over the years, so to preview the latest version of the route we were lucky to ride on a sunny spring day back in mid-March.

The event HQ is Castle Combe Circuit, well used by local cyclists but best known for motor racing. With this in mind it's fitting that the sportive starts with a chance to sweep through the chicanes in the wheeltracks of Sterling Moss, Nigel Mansell and the Stig, before heading out onto the quiet roads of West Wiltshire.

The route rolls through the sleepy settlement of Burton before swinging left onto narrow lanes to begin a gradual ascent up to the crest of the Cotswold Escarpment. In previous years, this section has split big bunches into smaller contingents, as everyone finds their own pace. If this is your first sportive (and even if it isn't), you're well advised to ease yourself in and save some energy for the return loop.

After Tormarton there's a big descent off the Cotswold Escarpment, then another at about 20 miles as the route swoops down the delightfully named Washingpool Hill. Ahead you'll see the towers of the 'old' Severn Bridge — the major feature that gives the sportive its name. This landmark suspension bridge carries the M48 motorway between England and Wales, but luckily there's a cycle path too.

The route joins the Severn Bridge from its south-west side, along a lane beside the estuary called Old

Passage, affording dramatic views and a palpable sense of excitement as you approach such a massive structure on a bike. The views get better as you ride out across the bridge: west towards the Atlantic with the elegant new M4 bridge in the foreground.

### Low-down double-crossers

From the feed station at Chepstow, the 101-mile route tackles a scenic loop through Wales via the demanding climbs of Wentwood Hill and Star Hill. Meanwhile, riders on the 66-mile route can relax in the knowledge that half the distance is done.

With long and short options coming together again at Chepstow, all riders follow the same route onto the Severn Bridge for a second crossing and back to England.

A mile after Olveston, there's a stiff little climb called Hazel Lane, then some respite as the route meanders around Yate, before returning to the lanes and another climb at Dodington, back up the Cotswold Escarpment to Tormarton.

From here, the last six miles are pretty much all downhill, with all riders treated to a Roubaix-style half-lap of the racing circuit before crossing the finish line.

Event organiser Andy Cook says: "We aim to provide a high-quality event with a friendly small-scale style. At the end of the day it's just a bike ride, and all we want is for everyone to enjoy it."

We reckon that sums up the Severn Bridge Sportive perfectly. ■

ORGANISER'S TARGET TIMES			
Route	Distance	Ave speed	Time
Short	62miles	12mph	5hr 10min
Short	62miles	15mph	4hr 8min
Short	62miles	18mph	3hr 27min
Long	100miles	12mph	8hrs 20min
Long	100miles	15mph	6hr 40min
Long	100miles	18mph	5hr 33min



# The challenges

## 1 Kington Down

The first ascent is just a few miles from the start as you go up the lane from Burton towards Tormarton. It's only a gradual gradient but you'll feel it in the wind. Our advice: take it steady here and let your legs warm up.

## 2 Severn Bridge

The climb from Old Passage up to the Severn Bridge starts at sea level and the ascent continues as you head out over the water towards the centre of the bridge. But the effort is well worth it — the views are spectacular!

## 3 Hazel Lane

Hazel Lane features on the return route and takes you around the River Severn back towards the Cotswolds. It's less than half a mile long, and averages just six per cent, but can be a surprisingly testing section.

# NAIL IT

## 4 Dodington Wood

The final hill of the day starts near Dodington House (home to James Dyson, famous inventor of household products), then gradually winds its way up the Cotswold Escarpment for 1.5 miles with an average gradient of four per cent. There's a flat section about halfway, then it climbs again, with Dodington Wood on your left side, and a final view of the River Severn on your right. With the bulk of the route done, this hill can take a toll on tired legs. But if you've saved some energy and get your gears right you can easily make a clean sweep of it.



Event website: [www.severnbridgesportive.co.uk](http://www.severnbridgesportive.co.uk) | Download the GPX file: [www.bit.ly/1F3UIKb](http://www.bit.ly/1F3UIKb)



# Kingston Wheelers Cycling Club

*Jack Elton-Walters* rides on some familiar roads with the Royal Borough's sizeable club

**H**eading to the meeting point for this guest ride was particularly easy as it was on a road that I have found myself trundling down whenever a visit to the Surrey Hills is on the cards.

Arriving in the car park of Laithwaite's Wine, I was mildly concerned that the complacent familiarity was actually misplaced, as there were no other cyclists in sight. A good 10 or 15 minutes went by before the first few Wheelers' jerseys came into view; and once there were a few, there were loads.

By the time perhaps 60 to 80 riders had rolled in — about one tenth of the club's total membership — ride leader Chris Wright came

over and introduced himself before clambering onto a concrete-filled oil drum to read from his pre-prepared ride plans.

The first group to set off was heading for Windsor, a route many Wheelers have started doing to break up the monotony of the traffic-choked lanes of the Surrey Hills. That said, uptake for this particular route was fairly lacking that day as most people opted either for the RideLondon test run or the fast, no stopping, no waiting race group.

**Many roads lead to cake**  
The final two groups to be sent forth were both heading for the cafe stop at the Tanhouse, but taking different

scenic routes to get there.

With Chris as the guide, the group *CW* was riding with was setting off last. As such, we ended up as quite a small group despite the volume of people at the start, as most had drifted off in other groups.

With our photographer and Chris's group seemingly on the same page as to what route would be ridden, all seemed set to go swimmingly. However, the cycling version of 'more than one way to skin a cat' manifested itself in the way that there is more than one road that leads to cake.

Several times a member of our intrepid quintet quipped 'we normally come out there' or 'the road we usually ride is parallel to this one'. Such comments helped explain why we hadn't had our photo taken for quite some time.

Rolling through the picturesque lanes in and around Holmbury St Mary and past the location of what has been a RideLondon feed station, we were suddenly back in the lens's sight. With the haphazard use of the route to this point it was agreed that we'd next meet for photos at the cafe stop.

Thankfully on arrival at the Tanhouse we found that the other cake hunting expedition had got there before us. This meant there were plenty of

## Club facts

Based: Kingston upon Thames, South-West London

Members: 600

Formed: 1924

Rides: Sunday 9am, Portsmouth Road, Surbiton

Wheelers around to populate the photographs and chat about their club. Taking up every available picnic bench or shaded patch of grass, the Kingston Wheelers swelled the number of customers well beyond what the cafe would otherwise have seen.

Once everyone was refuelled we set off again as a much larger group, and the pace soon picked up as everyone was pushing to get back to London. Thankfully, the club's rule on newbies attending introductory rides and ensuring everyone knows what they're doing before being set loose on a club run meant that the group rode safely as a fast-moving pack.

Members started to peel off as we got back over the North Downs; some were setting off for yet more mileage while the more far-flung members headed home to other parts of Surrey and outer London.

In sight of Box Hill the group turned the other way in time to get one last big climb in before reaching

## History

Kingston Wheelers was founded in 1924, when the now London borough was still part of the county of Surrey. Six cyclists including Bill Orpin gathered in a cafe on Portsmouth Road and this is once again the club's main meeting area.

The club holds a 'Sporting 14' time trial every year as a memorial to past member Gil Jessop who joined in 1930.

World War II interrupted the

club's running, and it wasn't until 1953 that Orpin and Jessop got things going again from a base in Chessington. The club's home changed between local pubs and schools until it settled at the Latchmere Social Club in Ham for much of the 1980s. The club now meets in and around Kingston for club rides and off-the-bike social occasions. Members are involved in a range of cycling disciplines and the club promotes three road races, a time trial and a hill-climb.

## Achievements

■ The club has had success in races throughout its history. Barry Jones, a Wheeler in the 1960s, was a star rider and later turned professional.

■ At the same time, Paul May and Paul Burgess were proficient time trialists on a national level.

■ The standout Wheeler is now Maryka Sennema, who is the current National Ladies Hill Climb Champion. The club is regularly seen in road and close circuit

races around southern and central England, often topping the podium.









# Kingston Wheelers club run

## Ride highlights

### 1 The drag from Effingham to the top of Ranmore Common

This can be overcome in the big ring, so get as much momentum out of the junction at the bottom as you can, and settle in for ride to the bottom of White Down Lane.

### 2 The lanes around Holmbury St Mary

A stunning part — don't race through here if you don't have to because the views and villages are worth a look. But beware of cars on the blind bends.

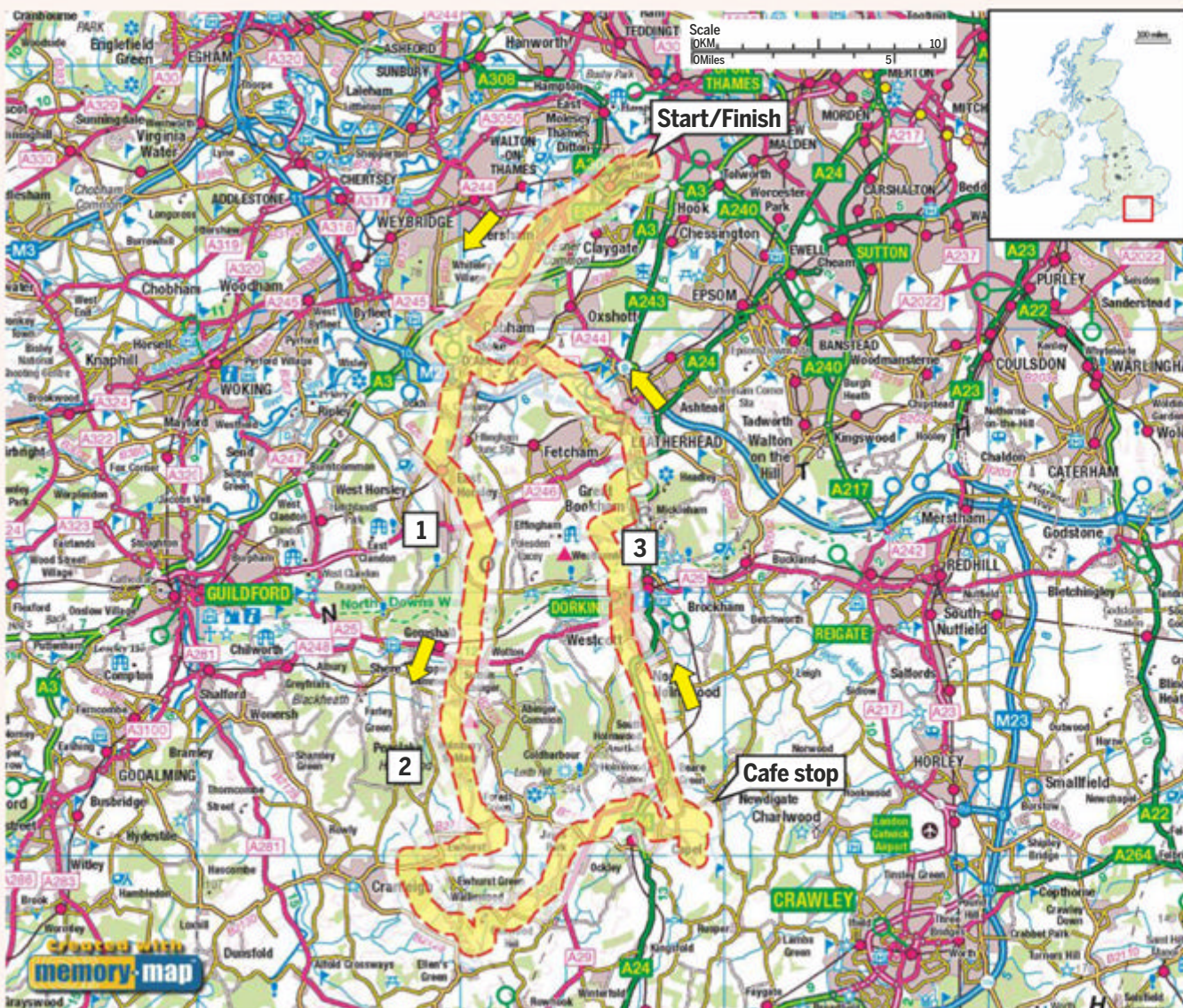
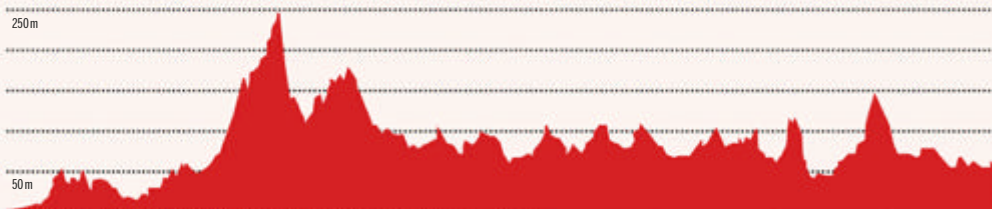
### 3 The climb of Chapel Lane

Turn right for the famous but busy climb of Box Hill, or instead swing left and attack the climb of Chapel Lane. It's 20 per cent at its steepest, but short enough to be attacked.

## Favourite cafe

Tanhouse Farm Shop, Rusper Road, Newdigate, Surrey, RH5 5BX

You have to go quite a way to reach the Tanhouse from South-West London, but when you get there you'll realise it was worth the effort. The range of coffees, cakes and savoury snacks is plenty to refuel any cyclist who's far from home. The efficient and friendly staff make the visit all the more enjoyable, and it's easy to see why it's on the Wheelers' route. Set back from the main road, there's a short gravel track to negotiate but thankfully none of our group punctured.







The club ensures riders know how to ride safely

## Meet the club



Chris Wright: "We get a number of groups out so that everyone can have a go at doing a club run."



Phil Barella: "We've had a few wins and a few podiums, but we need to get a core of racers back together."



Coffee always seems sweeter during a ride...



...but a water is just as good too



Naz Ahmed: "The club has grown significantly. This is a really friendly club that I've recommended to a lot of people."



Ruth Hutton: "There's a lot of good women, but a lot of different standard rides depending on how you're feeling."

London. The 20 per cent short sharp ramp of Chapel Lane split the group to pieces, but everyone regrouped on the gradual descent to roll back into South-West London as

a unit. The club has grown to such an extent that it now operates an almost one-in-one-out policy for new members.

That said, don't be put off

contacting the club as its members are welcoming, and the variety of club rides is refreshing — so if you live locally and manage to join, it'll be worth the wait. ■

Contact [kingstonwheelers.co.uk](http://kingstonwheelers.co.uk) | Twitter @kingstonwheeler



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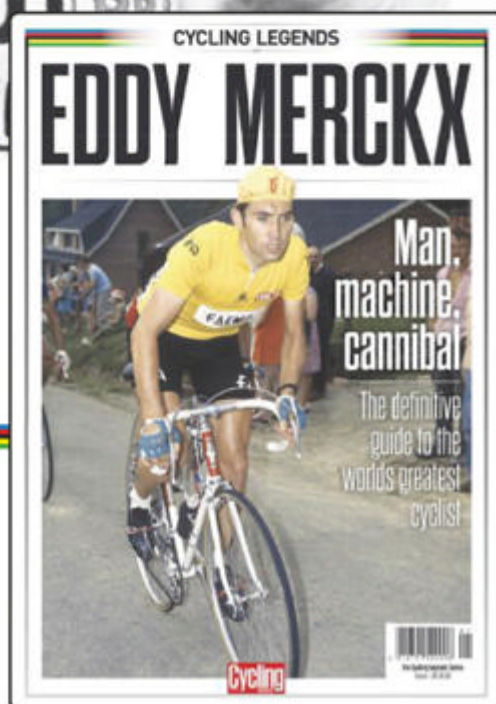
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# Brad rides back into the history books

Wiggins hails “wonderful” Hour record in front of a thunderous London crowd

Words: Nick Bull Photos: Andy Jones

**A**t first, Sir Bradley Wiggins showed little emotion at the end of his successful Hour record attempt. He continued to ride around the Lee Valley Velodrome, albeit higher up the banking than he had for the previous 60 minutes, his head slightly bowed and his face lacking a notable expression.

But then, halfway down the back straight, he thrust his arm powerfully in the air to celebrate, just like he did in Chartres when he sealed his Tour de France win there in July 2012, at the end of the final time trial.

Sir Dave Brailsford described the event as one about which people will say: “I was there” in future, and it’s unlikely those with the hottest ticket for the Velodrome since London 2012 (no pun intended, despite it being 28°C inside) will ever forget the roar that greeted Wiggins’s celebratory gesture. Nor the one when he rode onto

the track for the first time barely 65 minutes earlier.

“There was relentless noise,” he said. “I came up earlier on in the day to soak up the atmosphere. We’ve done so much prep in empty velodromes — you can’t simulate those conditions.”

That wasn’t the only thing that the slickly-choreographed event couldn’t account for: Wiggins started at 6.26pm, four minutes earlier than scheduled, which caught Sky Sports off guard. The broadcaster was on an advert break when he set off. “I was ready to go, I’d waited long enough,” he said when asked about it.

Wiggins didn’t hang about to begin with, either: he produced a 23.739 for the opening lap, and rode his opening kilometre in 1:12.278.

Heiko Salzwedel, Great Britain’s men’s endurance coach who also oversaw Wiggins’s preparation for the event, saw what was happening.

At one point, as the former Tour de France winner passed him on the home straight, Salzwedel waved his arms frantically to tell him to slow down.

“That was a situation I didn’t expect,” said Salzwedel. “He started way too fast. We spoke about it [riding too hard early on] at length, especially about [Jack] Bobridge’s failure.

“We had this plan to ride no faster than 16.4 and 16.5-second laps in the first 10 minutes, but we’re all human.”

## Mental challenge

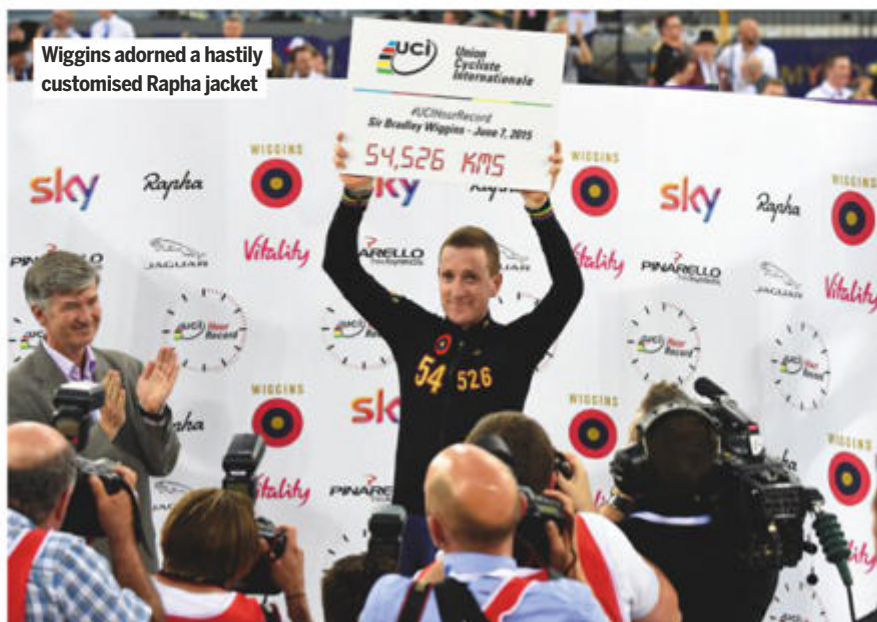
Wiggins looked imperious for the first three quarters of his ride, averaging 54.6kph. No doubt the effect of his team pursuing days, Wiggins would drift onto the red sprinter’s line on the straights, and drop down onto the black line through the corners, thus avoiding the need to steer through the exit of the curve.

But not even his comfortable advantage in distance over Alex Dowsett (Wiggins was faster than the previous record holder for the duration of his attempt) could prevent an inevitable slip or two of his concentration.

“It’s a mental challenge more than anything,” said Wiggins. “I wavered on a couple of the lap splits — there’s certainly one I remember 33 mins in, with the realisation that there was 26 minutes or so left to go.”

Nonetheless, as the minutes ticked by, it was clear that only an uncharacteristic blow-up was the only thing likely to stop Wiggins from eclipsing Dowsett’s distance of 52.937km.

The noise levels increased, more spectators in the stands stood to watch the action, and his wife Cath — watching on from the track centre — started joining in with the Mexican waves that were going around the velodrome. Even Wiggins’s two children still seemed





**59x14**

Gear Wiggins was going to use, before dropping to a 58x14

**2**

Only Chris Boardman (56.375km) and Tony Rominger (55.291km)\* have ever beaten Wiggins's Hour record  
\*whose rides have been downgraded under the UCI's rules

**218**

Number of full laps completed by Bradley Wiggins during his ride

**0.1**

Time, in seconds, that each of Wiggins's laps were slowed due to the high air pressure



### The Stats

Wiggins	Distance	Dowsett
11.01.904	10km	11.29.690
21.59.324	20km	22.53.582
32.57.217	30km	33.57.167
43.56.409	40km	45.32.800
54.59.555	50km	56.46.683
54.526km	Finish	52.937km





Wiggins's pacing was far from perfect early on

interested towards the end of his ride, watching through the glass barriers on the inside of the track.

Salzwedel was one of the few not joining in with the party atmosphere. "There was a doubt," he added. "I was feeling it with him. I went through the pain. I saw his face.

"I could see how deep he was digging. That shows what a world-class rider he is."

### Breaking the pain barrier

He has a point: just as the pain — largely from his saddle, Wiggins admitted afterwards — was reaching new highs, he produced a series of 16.4 and 16.5-second laps at the end of his Hour to ensure he stayed within the 54.5-kilometre territory.

"You're counting down the last minutes," Wiggins added. "With three minutes to go, I was imagining how I'd feel when it's done.

"I'm getting flashbacks now; I see myself 46 and 47 minutes in, thinking it's never going to end. You keep trying to give yourself hope, talking to yourself."

By the time the finishing gun had fired, the most individual of events had become a public triumph. He didn't need to celebrate as soon as he finished, as the 6,000 strong crowd inside the velodrome were already doing that for him.

## "I get flashbacks now; I see myself 46 and 47 minutes in, thinking it's never going to end"

But then, most likely having been swallowed up in the party atmosphere, he joined in. First came the fist pump, then a lifting of his Pinarello Bolido HR bike above his head before finally he put on a custom Rapha jacket, onto which two women in track centre had promptly sewn on his record distance. "I think they put the five on earlier in the day," Wiggins joked.

His palmarès has hardly lacked in incredible achievements for five years now; many of which were displayed on branding inside the Lee Valley Velodrome on Sunday. Regardless of how long the record lasts, this ride has to be considered as one of his best.

"If this was the only thing I did in my career it might have gone unnoticed," the 35-year-old remarked. "But to do it after everything I've done, as an old man, is wonderful."

### In quotes

**On the final few minutes:** "I saw seven minutes to go, so I said I'd try not look at the lapboard for 10 laps. After two you think 's\*\*t!'. It's torturous."

**On his clean-shaven look:** "I feel naked without it! I came yesterday and the aero guy [Dimitris Katsanis] said 'if I were you, I'd get rid of it'. It's the little things that add up, the commitment that you've done everything."

**On if this was his hardest objective:** "I wouldn't go that far; try leading the Tour for two weeks, looking over your shoulder. I don't think it will ever surpass the Tour for intensity."

**On the 28°C temperature inside the velodrome:** "We had to make it so warm in here, the 'leccy bill is going to be enormous."

**On Miguel Indurain being in the crowd:** "When I found out he was coming, I told my wife to bring a yellow jersey of his from the Tour and get him to sign it. History is why I'm here today — a bronzed man from Pamplona, and a skinny white kid from Kilburn."



# Wiggo's aero machine

## Specially adapted Pinarello Bolide HR used in Hour success

Hailed as "the most aerodynamically efficient track bike" he'd ever ridden, Sir Bradley Wiggins used a modified version of Pinarello's Bolide HR time trial bike to propel him to a new Hour record on Sunday.

While not drastically different from the Italian manufacturer's famed aero bike — the same model that Wiggins used to win the World Championships time trial in Ponferrada last September — it was adapted to meet the demands of the track.

Designed using Jaguar's CFD (Computational Fluid Dynamics) technology, Pinarello claims it is 7.5 per cent more aerodynamically efficient compared to the road version of the Bolide.

Without the need for brakes, such efficiency has been achieved with a redesign of the front fork, which was narrowed to bring it closer to the surface of the front wheel.

The chainring and hubs were also optimised for aerodynamics, and the rear triangle

redesigned to accommodate a 120mm track axle.

Perhaps the most interesting thing about the bike was that it featured a one-piece titanium handlebar system that was created with laser sintering (3D printing) technology. These were designed to keep Wiggins's shoulders as narrow as possible — thus reducing drag — while still keeping him in position that was maintainable for the 60-minute ride.

This arm position was

noticeably higher than how he rode last year's Worlds TT. Furthermore, we may see Great Britain's men's team pursuit squad in a similar position at this winter's track events.

"We've made some significant changes to position with the GB pursuit team," said coach Heiko Salzwedel. "Bradley, at 35, just said I'm going to do that, too [for the Hour]." Not wishing to hand any advantages to rival nationalities, Salzwedel declined to elaborate.



# Williams tops the podium in Pontefract

**B**reaking away at the halfway stage, One Pro Cycling's Pete Williams stayed clear to take a victory in the Polypipe Pontefract Grand Prix in West Yorkshire on Sunday.

The 31-year-old won by 40 seconds from Tom Mazzone (Polypipe CT) with Adam Kenway (SportGrub Kuota) coming third.

In Scotland, Neon Velo's Steven Lawley followed up his win in the Scottish National Championship road race last week with victory in the Anderside Classic on Sunday.

Velocity GlobalBike's Reece Wood took victory in the Spokes Cycles Kingdom Junior Classic at Kennoway, round five of the British Cycling Junior Road Race Series. A late charge saw him beat Max Spedding (VCUK PH-MAS) and HMT Academy's Alex Braybrook.

Ryan Perry showed his consistency to beat his Army Cycling Union team-mate

Paul Jones to the overall prize in the Holme Valley Wheelers Two-Day Stage Race in Huddersfield.

Meanwhile, in Lancashire, Kuota-Spinergy rider David McGowan topped the overall classification after three stages of the Dave Hitchen Two-Day Race.

## Time trials

Matt Burden of Severn RC won the Western TTA 100 in Wiltshire in 3:57.50, 17.32 ahead of Gregory Woodford of Reading CC.

Northover Vets Team's Paul Gamlin took victory in the Finsbury Park CC 50 with a time of 1:47.36.

Veteran PMR@Toachim House rider Jonathon Parker was quickest at the Kent CA 50 in Brenzett with 1:47.13, and in the Ely and District 10 in Cambridgeshire David McGaw of Cambridge CC got to within four seconds of his own course record with a winning 21.15.

## Road racing

Sunday, June 7

**Spokes Cycles Kingdom Junior Classic (National Junior Road Series, Kennoway, Fife):**

**1. Reece Wood (Velocity GlobalBike) 2:55.08;** 2. M. Spedding (VCUK PH Mas Junior CT) +0.02; 3. A. Braybrooke (HMT Academy with JLT Condor) +0.05; 4. J. Escritt (HMT Academy with JLT Condor) +0.18; 5. R. Hogg (Corley Cycles-Drops RT) +0.23; 6. E. Redfern (Giant CC-Halo) +0.24; 7. N. Draper (RST RT) +1.06; 8. J. Walker (RST RT) +1.33; 9. M. Bostock (Marx Viking Wh) +1.34; 10. H. Jones (Pedal Heaven RT) at same time.

**Polypipe Pontefract Grand Prix (Pontefract, W Yorks):**

**Men E, 1, 2: 1. Peter Williams (One Pro Cycling) 40 kilometres in 54:30;** 2. T. Mazzone (Polypipe CT) +0.40; 3. A. Kenway (SportGrub Kuota); 4. D. Bates (Mammoth Lifestyle RT); 5. W. Brown (Achieve Northside); 6. S. Wilson (Polypipe CT); 7. A. Marshall (Achieve Northside); 8. C. Swift (Polypipe CT); 9. R. Davis (SportGrub Kuota); 10. J. Tanner (Team 3M).

**Anderside Classic (Sandford, South Lanarkshire, Scotland):**

**E, 1, 2, 3: 1. Steven Lawley (Neon-Velo CT) 85 miles in 3:14.00;** 2. B. Rowe (Achieve Northside Skinnergate); 3. A. Luhrs (Achieve Northside); 4. F. Martin (Spokes RT); 5. S. McCrossan (Paisley Velo); 6. L. Oliphant (VC Edinburgh); 7. M. Kipling (MTS Cyclesport); 8. P. Trodden (Team Moda); 9. J. Barrett (Team Moda); 10. Ruari Yeoman (Spokes RT).

Saturday, June 6

**London Nocturne (Smithfield Market, London):**

**Santini Elite Criterion: 1. Ed Clancy (JLT-Condor) 57.21;** 2. C. Lawless (Team Wiggins); 3. S. Von Hoff (NFTO); 4. M. McNally (Madison-Genesis); 5. A. Tennant (Team Wiggins); 6. T. Scully (Madison-Genesis); 7. A. Fenn (Team Sky); 8. T. Horton (Madison-Genesis); 9. M. Bialoblocki (One Pro Cycling); 10. L. Chapman (Richardson-Trek RT).

**Schwalbe Elite Women's Criterion: 1. Katie Archibald (Pearl Izumi Sports Tours International) 38.36.6;** 2. E. Roe (Wiggle-Honda); 3. N. Juniper (Team Giordana-Triton); 4. B. Raybould (Null); 5. R. Gilmore (Wiggle-Honda); 6. E. Kay (Team USN); 7. C. Broughton (Corley Cycles Drops RT); 8. H. Colborne (Bonito Squadra Corse); 9. K. Curtis (Pearl Izumi Sports Tours International); 10. A. Park (Team Giordana-Triton).

**F&F Folding Bike Race: 1. Wayne Crombie (Brompton);** 2. A. Jones (LIOS Nano); 3. A. Wubben (Brompton S6R).

**Santander Cycle Hire Race: 1. Peter Dibben;** 2. M. Wasley; 3. M. Morgan.

**City Criterion: 1. Tijl Uijtenhaak (Huez) 09:30.3;** 2. D. Price (Weekend Sport Cycling); 3. L. Merillees (Huez).

**Penny Farthing Race: 1. Gerald Minichshofer (Mesicak);** 2. A. Voisine (RBR Superior 52); 3. R. Thoday (Thoday).

**Brooks Retro Criterion: 1. Ian West;** 2. W. Downing; 3. Johnnie Bland.

**Leigh Day Kermesse: 1. Tom Hargreaves (London Dynamo) 38.23.9;** 2. T. Allen (Corley Cycles-Drops RT); 3. O. Moors (Project 51).

**Jupiter Race Individual Result: 1. Carl Fifford (Citywire Team);** 2. P. Hollingsworth (Telegraph Team); 3. G. Herbert (Jupiter Team).

**Jupiter Race Team Result: 1. Jupiter Team;** 2. Tilney BestInvest; 3. SG Hambros Team.

**F&F Folding Bike Race Heat 1: 1. Aled Jones**



(LIOS Nano); 2. A. Wubben (Brompton S6R); 3. J. Achilles (Brompton).

**F&F Folding Bike Race Heat 2: 1. Howie Mantell (Brompton);** 2. J. Nixon (Brompton); 3. Yavor Mitev (Brompton).

**Holme Valley Wheelers Two-Day Stage Race (Huddersfield, West Yorkshire):**

**Men Stage one: Cancelled.**

**Stage two, time trial (eight miles):**

**1. Christopher Fennell** ..... 17.10  
2. R. Perry (Army Cycling Union) ..... 17.13  
3. J. Lewis (Rhino Racing) ..... 17.21  
4. J. Green (Catford CC Equipe-Banks) ..... 17.34  
5. G. Drake (Leisure Lakes Bikes.com) ..... 17.35  
6. P. Jones (Army Cycling Union) ..... 17.41

**Stage three, road race: 1. Paul Jones (Army Cycling Union) 50 miles in 2:09.39;** 2. R. Perry (Army Cycling Union) 2:09.39; 3. E. McParland (All Terrain Cycles) 2:11.03; 4. L. Baldwin (Champion System VCUK Racing Team) 2:11.05; 5. C. Clark (Rapha CC) 2:11.05; 6. J. Clark (Team Envelopemaster/Bikeboxalan) 2:11.05.

**General classification: 1. Ryan Perry (Army Cycling Union) 2:26.53;** 2. P. Jones (Army Cycling Union) 2:27.21; 3. C. Fennell (Catford CC Equipe-Banks) 2:28.21; 4. G. Drake (Leisure Lakes Bikes.com) 2:28.41; 5. L. Yates (Catford CC Equipe-Banks) 2:28.51; 6. W. Corden (Mammoth Lifestyle RT) 2:28.55.

**Women Stage one: Cancelled.**

**Stage two, time trial (eight miles):**

**1. Laura Trott (Matrix Fitness) ..... 18.09**  
2. J. Rowsell (Pearl Izumi Sports Tours Intl) ..... 18.29  
3. C. Horne (Pearl Izumi Sports Tours Intl) ..... 18.49  
4. H. Simmonds (Team Velosport) ..... 19.03  
5. A. Parkinson (Team Giordana-Triton) ..... 19.14  
6. A. Hibbs (Team WattCycle) ..... 19.36

## The year's fastest

10 MILES				
Rider	Time	Course	Date	
1 Bradley Wiggins (Team Wiggins)	17.58	V718	16/05/15	
2 S. Irwin (North Lincs RC)	18.40	V718	30/05/15	
3 R. Bideau (Pendle Forest CC)	18.41	V718	30/05/15	
4 D. Barnett (drag2zero.com)	18.49	V718	03/06/15	
5 D. Barnett (drag2zero.com)	18.50	H10/17	30/05/15	
6 A. Wareham (Team Swift)	18.55	V718	03/06/15	
7 E. Bradbury (Cambridge Univ CC)	19.01	V718	11/04/15	
8 R. Pears (Procyling RT)	19.01	H10/8	30/05/15	
9 M. Jones (drag2zero.com)	19.01	V718	03/06/15	
10 D. Maironis (Coveryourcar.co.uk)	19.12	V718	30/05/15	

25 MILES				
Rider	Time	Course	Date	
1 Keiron Davies (Team NBCC)	47.19	R25/3h	26/04/15	
2 M. Bottrill (drag2zero.com)	47.28	A25/11	11/04/15	
3 M. Bottrill (drag2zero.com)	47.31	A25/11	09/05/15	
4 K. Davies (Team NBCC)	47.31	R25/7	10/05/15	
5 K. Davies (Team NBCC)	48.03	R25/3l	31/05/15	
6 K. Davies (Team NBCC)	48.10	R25/3h	03/05/15	
7 B. Anstie (73 Degrees Bicycles)	49.01	R25/3h	03/05/15	
8 M. Burden (Severn RC)	49.20	R25/7	10/05/15	
9 B. Harwood (Terry Wright Cycles)	49.25	A25/11	11/04/15	
10 C. Moss (Mid-Devon CC)	49.26	R25/7	10/05/15	

Rider of the week

Thomas Pidcock  
(Speedflex RT)

The 15-year-old won both the men's 2/3/4 and under-16 races at the Pontefract Grand Prix, just a week after winning the under-16s and placing third in the elite race at the Doncaster Town Centre Races.



**Stage three, road race: 1. Hayley Simmonds (Team Velosport) 1:45.52;** 2. L. Trott (Matrix Fitness) 1:47.44; 3. C. Horne (Pearl Izumi Sports Tours Intl) 1:47.44; 4. J. Rowsell (Pearl Izumi Sports Tours Intl) 1:50.47; 5. R. Nixon (Fusion RT Gearclub Bike Science) 1:50.48; 6. A. Parkinson (Team Giordana-Triton) 1:50.49.

#### General classification:

**1. Hayley Simmonds (Team Velosport) 2:04.56;** 2. L. Trott (Matrix Fitness) 2:05.54; 3. C. Horne (Pearl Izumi Sports Tours Intl) 2:06.34; 4. J. Rowsell (Pearl Izumi Sports Tours Intl) 2:09.16; 5. A. Parkinson (Team Giordana-Triton) 2:10.03; 6. N. Grinczer (Fusion RT Gearclub Bike Science) 2:11.08.

#### Thursday, June 4

##### Pearl Izumi Tour Series (Round eight, Canary Wharf, London):

**Team Result: 1. One Pro Cycling 5:29.20;** 2. Madison-Genesis 5:37.40; 3. Raleigh-GAC 5:40.36; 4. Pedal Heaven 5:40.37; 5. Velosure-Starley-Primal 5:40.39; 6. SportGrub Kuota 5:42.03.

**Individual: 1. Steele Von Hoff (NFTO Pro Cycling) 1:05.48;** 2. E. Clancy (JLT Condor-Mavic); 3. C. Opie (One Pro Cycling); 4. M. Bialoblocki (One Pro Cycling); 5. O. Doull (Team Wiggins); 6. R. Hepworth (SportGrub Kuota) all same time.

**Chain Reaction Cycles Points Classification: 1. Jon Mould (One Pro Cycling) 11;** 2. M. Bialoblocki (One Pro Cycling) 10; 3. G. Atkins (One Pro Cycling) 8. **Costa Express Fastest Lap:** Chris Opie (One Pro Cycling) 1:11.298.

#### Tuesday, June 2

##### Pearl Izumi Tour Series (Round seven, Croydon):

**Team Result: One Pro Cycling 5:47.12;** 2. Madison-Genesis 5:48.56; 3. Pedal Heaven 5:55.07;

4. Team Wiggins 6:03.38; 5. Raleigh-GAC 6:03.41; 6. SportGrub Kuota 6:06.54.

**Individual: 1. Marcin Bialoblocki (One Pro Cycling) 1:07.44;** 2. A. Tennant (Team Wiggins) same time; 3. T. Horton (Madison-Genesis) +0.01; 4. A. Paton (Pedal Heaven) +0.06; 5. T. Stewart (Madison-Genesis) +1.00; 6. G. Harper (One Pro Cycling) at 1 lap.

#### Chain Reaction Cycles Points Classification:

**1. Tom Stewart (Madison-Genesis) 11 pts;** 2. T. Horton (Madison-Genesis) 11; 3. A. Paton (Pedal Heaven) 9.

**Costa Express Fastest Lap: Ian Bibby (NFTO Pro Cycling) 1:22.602.**

#### Matrix Fitness Women's Grand Prix Series

**(Round three): Individuals: 1. Charline Joiner (Team WNT) 39.47;** 2. N. Juniper (Giordana Triton); 3. L. Mahé (IKON Mazda); 4. C. Broughton (Corley Cycles-Drops RT) +0.01; 5. E. Kay (Team USN); 6. J. Walker (RST RT) all st. Team: Pearl Izumi Sports Tours International 37 pts; 2. Giordana Triton 29; 3. Team WNT 21.

### Time trials

#### Sunday, June 7

##### Western TTA 100 (Malmesbury, Wiltshire):

**1. Matt Burden (Severn RC) 3:57.50**  
2. G. Woodford (Reading CC) 4:15.22  
3. A. Kirk (Dulwich Paragon CC) 4:16.07  
4. E. Grill (RST Sport-Aero-Coach) 4:21.58  
5. P. Garnett (Swindon RC) 4:23.03  
6. T. Bertenshaw (Severn RC) 4:23.55  
7. S. Cox (Chippenham and Dist Wh) 4:26.15  
8. S. Cottingham (Cadence RT) 4:27.52

9. R. Richardson (Chippenham and Dist Wh) 4:29.59  
10. J. Turif (Severn RC) 4:30.42

**Veteran:** Gregory Woodford.

**Woman:** Hannah Ricketts (Bristol South CC) 4:51.30

#### Finsbury Park CC 50 (Tempsford, Bedfordshire):

**1 Paul Gamlin (Northover Vets Team) 1:47.36**  
2. R. Clarke (TMG Horizon CT) 1:49.35  
3. G. Turnock (Finsbury Park CC) 1:51.14  
4. D. Lazenby (Baines Racing Silverstone Cycle) 1:51.51  
5. J. Gorman (Full Gas RT) 1:52.46  
6. D. Lubin (Ciclos Uno) 1:53.06  
7. T. Davies (Icknield RC) 1:54.17  
8. J. Lacey (Hemel Hempstead CC) 1:54.19  
9. I. Turner (North Road CC) 1:56.28  
10. H. Persson (Kingston Wh CC) 1:56.59

#### Saturday, June 6

##### Plomesgate CC 25 (Butley, Suffolk):

**1. Andrew Leggett (Team Velo Velocity) 57.49**  
2. O. Milk (Tri Anglia Tri Club) 58.03  
3. A. Jardine (Ipswich BC) 59.58  
4. A. Manley (Colchester Rovers CC) 1:00.16  
5. J. Hardwicke (Plomesgate CC) 1:00.30  
6. A. Proffitt (Arctic Tack) 1:00.37  
7. J. Rush (CC Sudbury) 1:00.43  
8. A. Pettitt (Stowmarket & Dist CC) 1:00.44  
9. I. McCluskey (Diss & Dist CC) 1:01.21  
10. E. Wijnberg (Plomesgate CC) 1:01.26

**Veterans:** Andrew Leggett

**Veterans on standard:** Evert Wijnberg.

**Women:** Jenny Anderson

**(Great Yarmouth CC) 1:13.13**

**Juniors:** Lyster Romero

(Plomesgate CC) 1:01.33

#### Redditch Road and Path CC 10 (Dunnington, Worcestershire):

**1. Jon Simpkins (drag2zero.com) 20.18**  
2. T. Ashton (Royal Sutton CC) 20.35  
3. J. O'Neill (Mike Vaughan Cycles) 20.56  
=4. D. Kiernan (Lutterworth CC) 21.03  
=4. T. Wood (Echelon-Rotor) 21.03  
6. C. Halford (Stourbridge Velo) 21.04  
7. J. Walters (Wyre Forest CRC) 21.15  
8. J. Costello (Walsall Roads CC) 21.38  
9. M. Stallard (Stratford CC) 21.41  
10. J. Pile (VC Sevale) 21.45

#### Wednesday, June 3

##### Team Swift 10 (South Cave, East Yorks):

**1. Daniel Barnett (Drag2zero.com) 18.49**  
2. A. Wareham (Team Swift) 18.55  
3. M. Jones (Drag2zero.com) 19.01  
4. J. Brearley (City RC Hull) 19.22  
5. J. Wainman (Team Swift) 19.30  
6. J. Surtees (Team Swift) 19.36  
7. R. Dean (Barnsley RC) 19.38  
8. M. Ellerton (Team Swift) 19.39  
9. S. Burns (Manchester Wh) 19.40  
10. M. Thaxter (HD Revolutions) 19.48

#### Women:

**1. Jo Corbett (Team Swift) 22.32**  
2. L. Scupham (Scarborough Paragon CC) 23.16  
3. K. Smith (Team Swift) 24.14

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**THORN** Club Tour Thorn Club Tour touring bike; 54 cm; Shimano components; RX100 mechs with 46-36-26T triple chainset; 13-26 8-speed cassette; Shimano Sora levers & brakes; Mavic T261 wheels; 170mm cranks; Tioga rat-trap pedals; Michelin World Tour 700 28C tyres; Selle saddle; Cateye Mity 3 computer; rear rack; 2 bottle cages; plus 2 Ortlieb Classic Backroller panniers. Reluctant sale. £435. Mid Wales.Tel: 07912654061. Email: zestmanla@hotmail.com 11/6

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**KOGA** 56cm Kimera Road Bike Shimano Ultegra throughout Hardly used (less than 400miles) - As new. £1350 ono. Derby. Telephone: 07899 758902. Email: wallis73@outlook.com 11/6



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## TANDEM



**DOLAN** Road/Racing Tandem. 27 speed, Alloy Frame, Carbon Forks, DT 700 Swiss Wheels. 456 dry miles. VGC. £950. Worcestershire. Tel: 07976220029. Email: davewood55@tiscali.co.uk 18/6



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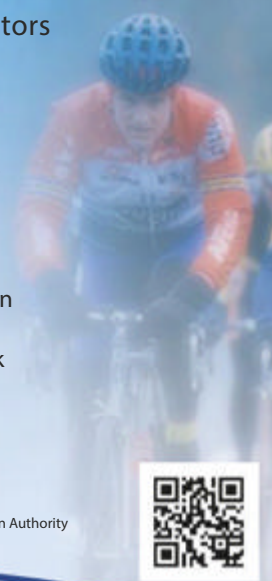
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# Dr Hutch

Cyclists who live in sunny climes miss half the fun of bike riding, says the Doc

doctorhutch\_cycling@timeinc.com



**T**he gods of cycling directed me to Majorca last week. It was one of those all-expenses-paid crosses that each of us must bear from time to time. I left the drizzle of Gatwick and emerged from Palma airport to 25°C and a cloudless sky.

A colleague arrived promptly to pick me up. “Do you fancy coffee and a bike race?” he said.

“Drinking the coffee and watching the bike race?” I said, worried that he meant making coffee and riding a bike race.

“Of course,” he said. “How could it be otherwise?”

So we settled down to espresso, some of those little biscuits, and a local race — a sort of Balearic kermesse. It had sufficient spectators and hoopla to make it an event, but not so much that we couldn’t see almost all of the action from our seats under the shade of an umbrella outside the cafe.

I headed out the following morning for a little light training. Still cloudless, still 25 degrees. A gentle breeze to take the edge off the heat of the sun, and a smooth, silky road surface. When I got back, I swam a few lazy lengths of the pool to cool off.

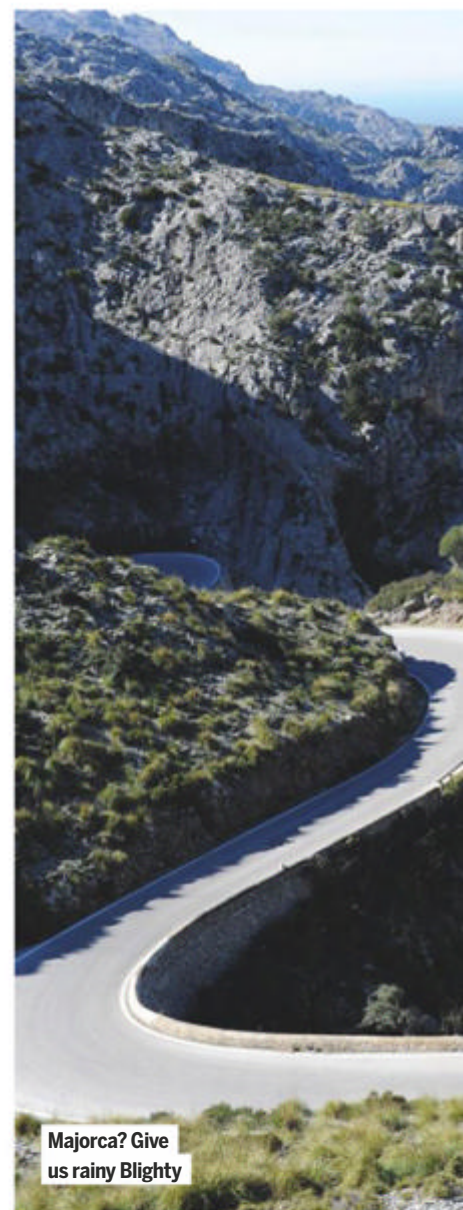
“How hellish,” I thought, as I bobbed there, looking up at the expanse of blue. “I couldn’t think of anything worse than waking up to this every day.”

## Jacket joy

Imagine the fortune you’d spend on sunscreen; money that might better be spent on ceramic wheel bearings or that titanium chain you’ve always promised yourself. And that’s before you factor in the time required to apply it — it would eat into your precious training hours.

If you don’t believe me, well, how else do you explain why the rise of northern European cycling has coincided so closely with the new awareness of the risks of skin cancer, and the increased use of sunscreen by riders in the traditional cycling nations?

There are other problems with permanent sunshine. Cycling is about more than just turning the pedals. Especially as you get older, you find other challenges that are



Majorca? Give us rainy Blighty

just as satisfying. Finding a good waterproof jacket, for example. The deputy editor of this magazine wrote a review of a jacket a few months ago, which concluded with a 10/10 score and the triumphant words, “Every day is the right day for wearing this jacket!” He had clearly derived at least as much satisfaction from finding this jacket as he had from anything else he’d ever achieved in cycling.

## Who loves the sun?

You’d never know the pleasure of preparing for a ride on one of those days when the Met Office has just slapped every pictogram they

## Acts of Cycling Stupidity

At a club 10 in Surrey last week, several riders were surprised to see a marshal in the regulation hi-vis vest directing them down a road that wasn’t normally part of the course.

It turned out that this was a fake marshal, who’d put on all the gear and come out specially just to disrupt the event.

The real question is, who on earth has so much time on their hands, yet is so easily entertained, that they regard messing with a local club time trial as a sensible way of spending an entire evening?



If you masquerade as a marshal, it’s time to get a hobby





have on the forecast and gone for lunch. Getting a whole wardrobe of jackets, gilets, arm-warmers, leg-warmers, buffs and hats into your pockets is a real thrill, one for which being faced with the same short-sleeved jersey and shorts day, after day, after day would be a thin substitute.

UK weather offers better value for money. Without it, you'd never stare out the window at a day that every five minutes alternates between sunny intervals and dreary cloud, and wonder what lenses to put in your sunglasses. Instead, the clear and the yellow lenses — for which you paid good

## “Getting a whole wardrobe into your pockets is a real thrill”

money, remember, and which I'm happy to reassure you don't make you look even slightly weird — would languish in the glasses case until you lost them, and the case.

That, at any rate, is the kind of thing I repeat to myself for every moment of every day that I'm somewhere warm and sunny. It's the only way I can persuade myself to get on the plane home.

## How to... Respray a frame very badly

Odd though it may seem, there are riders out there who value domestic harmony to the extent that they regard buying a new bike as some sort of weird joint decision. One to be made in concert with someone who will never even ride it, only miss the opportunity to spend the money it cost on fripperies such as food.

To smooth out this process, use passive-aggressive bike DIY. Avoid cleaning the bike you have for a few weeks. Let it get a bit shabby. Then say, “I was thinking I could save money by having my current bike resprayed, rather than buying a new one.” This will meet with approval.

A few days later, say, “I checked the respray prices, and it's more expensive than I thought.” This will meet with disapproval.

Then say, “So I thought I could do it myself. Apparently it's not very hard.” This will meet with approval, again.

Then strip everything off the bike that you can remove without a hacksaw. Very carefully, cover the whole bike in neatly applied masking tape. Then, on top of the tape, get to work with a couple of rattle cans.

The result will be an utter mess. Don't let this worry you. Put the frame somewhere prominent to dry, and look a bit sad. Build the bike up again, and continue to look sad. Go for a ride, and come back looking sad.

Eventually your other half will feel sorry for you, your failed attempt to save money, and your incompetence at DIY. Approval for a new bike will be granted.

After you've bought it, remove the masking tape from the previous bike. This will meet with disapproval. But by that point, hey, who cares?





Anderson pioneered Shimano's game-changing gear-changer

# The first Shimano STI

**Changing gears has never been the same since Shimano's STI system hit the market 25 years ago**

Simon Smythe

**W**hen Shimano launched its STI (Shimano Total Integration) system, it did much more than just relocate and streamline the gear levers — it completely changed how people rode and raced bikes.

Until 1990, gear levers had been mounted on the down tube since the invention of the cable-operated parallelogram derailleur in the late 1940s. Certainly there had been options to clamp them to the stem shaft or plug them in at the handlebar ends, but racers preferred not to risk stabbing themselves in the groin or ribs if they fell off, so the down tube lever prevailed for 50 years.

Apart from indexed shifting (Shimano SIS), which arrived in 1984, where the lever clicked between gears eliminating the need to 'feel' the chain on the sprockets, there had been no real innovation in this area. Being in the right gear at the right time was simply one of the skills that had to be learned and practised. It was not possible to change gear in the middle of a corner or during a sprint; on a steep climb it was necessary to sit down to select a lower gear. In the time it took to reach down and change gear, a rival turning a better-judged ratio could disappear up the road, so timing and technique were everything.

Road cycling had adopted new materials such as aluminium forged components and frame tubes, but in the late 1980s the real innovation was taking place in the exciting new sport of mountain biking. Shimano launched its Rapidfire system for off-road riding — ratcheted gear shifters mounted close to the brake levers that the rider could operate without taking a hand off the bar.

Then, in late 1989, Shimano began

testing road STIs — using adapted Rapidfire internals — with the TVM team. Phil Anderson and Jesper Skibby were the test pilots and were followed around Europe by a Japanese Shimano engineer who would strip and test the STIs — which according to eyewitnesses looked so crude close up that they could have been handmade — after every race.

The production eight-speed Dura-Ace 7400 STIs that appeared in 1990 worked much like their modern 11-speed Dura-Ace 9000 counterparts — the brake lever swung inwards to move the chain up the cassette and an auxiliary lever behind it released cable tension allowing the chain to drop down the cassette.

Campagnolo responded with its own dual-control lever system, ErgoPower. Like the Shimano STIs, Campag's new shifters were bulbous and for many nowhere near as pretty as the C-Record brake levers they replaced.

But there was no going back: down tube levers were already an anachronism, STI-powered racing had arrived and cycling had changed forever.



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